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Measure B

2003/2004 Strategic Plan

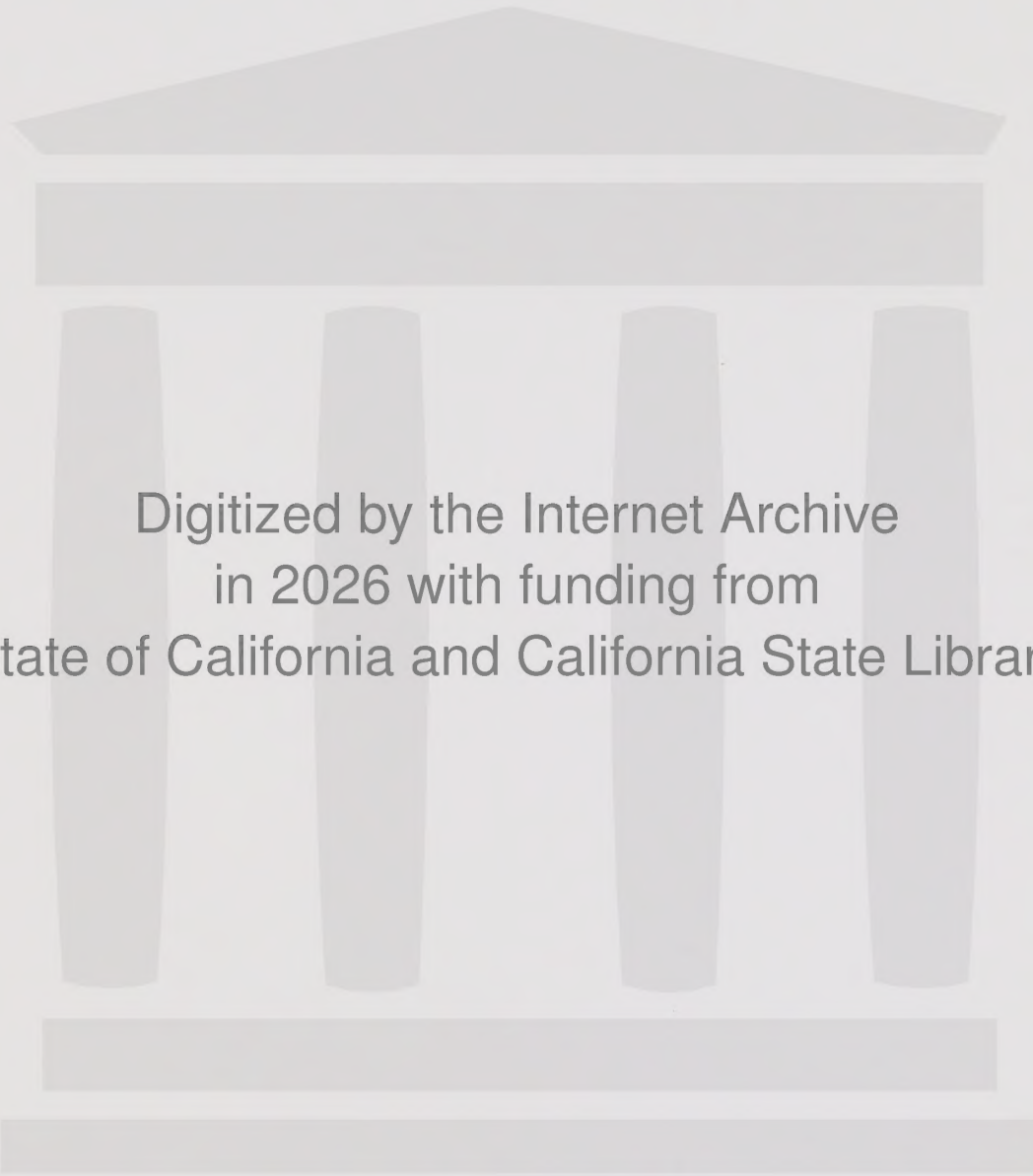


Alameda County Transportation Improvement Authority

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July 1, 2003

Ms. Christine Monsen, P. E.
Executive Director
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Oakland, CA 94612

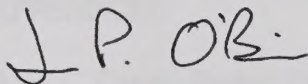
Subject: ACTIA 2003/2004 STRATEGIC PLAN

Dear Ms. Monsen:

Enclosed is the ACTIA 2003/2004 Strategic Plan for the Alameda County Transportation Improvement Authority (ACTIA) for both Programs and Capital Projects. The plan was adopted by the ACTIA Board at their May 22, 2003 meeting.

The ACTIA 2003/2004 Strategic Plan was prepared in cooperation with the Authority staff, project sponsors, financial advisors, and the Bay Area Program Management Group Project Controls Team.

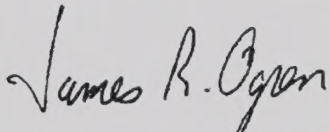
Sincerely,



James P. O'Brien, P.E.
Strategic Plan Manager



George E. Homolka, P.E.
Project Controls Team Manager



James R. Ogren, P.E.
ACTIA Manager

Enclosure

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I. EXECUTIVE SUMMARY

A. Introduction

The Measure B program is funded by a half cent sales tax which was approved in November 2000 by 81.5% of the voters in Alameda County. The Alameda County Transportation Improvement Authority (ACTIA) was established to administer the voter-approved Measure B transportation improvement program as detailed in Alameda County's 20-year Transportation Expenditure Plan dated July 2000 (Expenditure Plan).

The new Measure B began collection of the half cent sales tax on April 1, 2002 and will continue collection for 20 years until March 31, 2022. Measure B is expected to generate approximately \$3.0 billion over the 20-year period. This closely matches the \$1.4 billion unescalated 1998 dollars shown in the Expenditure Plan. Approximately 60% of the net sales tax revenues will be disbursed to the local jurisdictions (cities, Alameda County, transit agencies and paratransit providers in Alameda County) for various transportation programs. The capital projects in the Expenditure Plan are a mix of transit, state highway, local roadway, and bike and pedestrian safety improvements funded by the remaining 40% of the net revenues.

The Authority makes commitments of Measure B funds to the programs and capital projects included in the Expenditure Plan through Funding Agreements and the Strategic Plan process. This is the second ACTIA Strategic Plan. This 2003/2004 ACTIA Strategic Plan reflects the following assumptions approved by the ACTIA Board at their May 2003 meeting:

- The Strategic plan for fiscal year (FY) 2003/2004 will be developed as a one-year allocation plan of Measure B funds to specific capital projects based on project readiness.
- Each project will be implemented and funded sequentially in phases and/or components as prescribed in the individual Master Project Funding Agreements and other Funding Agreements.
- The Authority will program a project phase or component only if the phase or component itself is fully funded, either from Measure B or other committed funds.
- Based on the policy of funding complete phases of work, funding beyond the current fiscal year is necessary. Therefore, the 2003/2004 Strategic Plan allocates future funds through later years as shown in Chart 1.
- The total amount of Measure B funding requested by Sponsors for capital project expenditure in FY 2002/2003 is \$31.4 million.
- The total amount of Measure B funding requested by Sponsors for capital project expenditure in FY 2003/2004 was \$34.3 million.
- The total capital projects demand on Measure B funds through 2003/2004 is estimated to be \$65.7 million. When comparing the funding request with the available revenue of \$72.5 million (including interest) available for capital projects, there would be an excess of over \$6.8 million. Therefore, project prioritization for FY 2003/2004 will not be necessary.
- Revenues are projected to grow at 3% per annum beginning in FY 2003/2004 through FY 2005/2006 (3 years) and then projected to grow at 4% per annum for the remainder of the life of the Measure.
- Total revenues projected through fiscal year 2005/2006 are comprised of sales tax revenues from the State Board of Equalization (BOE) plus interest and are assumed as follows:

Fiscal Year	Projected Revenue (\$ million)	Available to:	
		Programs (\$ million)	Capital Projects* (\$ million)
June 2002	\$7.0	\$4.0	\$2.7
2002/2003	\$90.0	\$51.0	\$34.3
2003/2004	\$92.7	\$52.7	\$35.5
2004/2005	\$95.5	\$54.6	\$36.6
2005/2006	\$98.3	\$56.3	\$37.7

* Including Interest

- The California Highway Construction Cost Index (CHCCI) will be used to adjust project budgets to the current year. For future years, project budgets will be estimated by using the CHCCI with a projected growth rate of 4% per annum.
- Project Sponsors' requested allocations for project expenditures will be constrained to the Measure B total revenue stream available for capital projects.
- Measure B funds designated for reimbursement for each project phase/component will be available for expenditure for two years following allocation or an agreed upon duration as defined in the Project Specific Funding Agreements.

The Strategic Plan will be updated annually to reflect changes in the Measure B programs and in the projects' financial plans. Future changes in outside funding programs will also be incorporated into subsequent updates of the Strategic Plan.

The financial information for capital projects is considered from a cash flow perspective to ensure that funds will be available when they are needed. Financial situations at both the State and Federal level affect capital project delivery. The Strategic Plan addresses ACTIA's commitment in the context of assumptions regarding other State, Federal and local funding sources.

Included in this Strategic Plan are estimated disbursements for programs. Actual disbursements began in June 2002 and approximately \$55.0 million has been issued to cities, Alameda County, transit agencies and paratransit providers in Alameda County through 2002/2003. These are estimates; actual disbursements will be based on funds actually received from the State BOE.

The project information, developed in cooperation with project sponsors and Authority staff, represents the most current information available.

B. Strategic Plan Overview

The ACTIA Strategic Plan is organized into the following sections:

- The Executive Summary (Section I)
- Background of the Measure B Program (Section II) - This section describes the enabling legislation that formed the Authority, the process for forming the Expenditure Plan, the Board composition, including an organization chart, the duties of the Citizens Watchdog Committee, and the current administration of the Measure B Program.

- Financial Plan (Section III) - The Authority's financing strategy is outlined and discussed in this section, including the programmed amounts for disbursement to programs and available for capital projects.
- Programmatic Funds (Section IV) – This section describes the various programs and describes the disbursement and cash flow summaries for each of the programmatic funds.
- Capital Projects (Section V) - This section describes the approach to deliver the capital projects.
- Appendices (Section VI)
 - Capital Project Fact Sheets (Appendix A) - A summary of each capital project includes the Project Sponsor and Participating Agencies; a description of the project; the total estimated Measure B funding, an order of magnitude cost estimate; the other potential revenue sources and amounts; a schedule for project delivery; and a conceptual illustration of the project as it is currently defined.
 - Glossary of Terms (Appendix B)
 - Summary of 20-Year Cash Flow Model (Appendix C).

C. Expenditure Plan Requirements

In addition to providing details on the specific ACTIA programs and capital projects, the Expenditure Plan also contains certain requirements, which are described below:

- The duration of the sales tax collection is twenty years. Measure B revenues are generated from the one-half cent county sales tax collected from April 1, 2002 to March 31, 2022.
- The total cost for salaries and benefits for administrative Authority employees will not exceed 1% of the revenues generated by the sales tax collected to support the Expenditure Plan.
- A total of 4.5% General and Administration (G & A) expense is allowed for implementing the sales tax program.
- \$1,279,371 has been budgeted to repay a loan from the Alameda County Transportation Authority for the election costs from the 1998 and 2000 elections. The loan is being paid back in two payments (\$761,575 in 2002/2003 and \$517,796 in 2003/2004) as described in the Interagency Agreement Regarding Reimbursement of Printing and Other Election Costs Associated with the Reauthorization of Measure B and Regarding Other Necessary Cooperation between the Alameda County Transportation Improvement Authority and the Alameda County Transportation Authority, approved by both ACTA and ACTIA Boards on February 22, 2001.
- The Expenditure Plan requires that a Citizens Watchdog Committee (CWC) be formed from representatives selected by Alameda County Supervisors, the Alameda County Mayors Conference, and various designated advocacy groups throughout the County. The committee was formed in June 2001 and meets, at a minimum, quarterly. The CWC reports directly to the public and is charged with reviewing all financial expenditures of ACTIA. Additional details on the CWC are included in Section II, Background of the Measure B Program.

D. Measure B Revenues

The sales tax revenues for FY 2001/2002 were approximately \$7 million and for 2002/2003, approximately \$90.0 million. The estimated revenues for FY 2003/2004

are \$92.7 million. The revenues through 2002/2003 are based on actual ACTIA receipts to date and reflect the current economic conditions.

E. Programs

Approximately 60% of the ACTIA Measure B sales tax funds are disbursed to the local jurisdictions (cities, Alameda County, paratransit providers and transit agencies in Alameda County) for the various programs listed below:

- Local Streets and Roads (22.34% of the net revenues)
- Mass Transit (21.92% of the net revenues) which is comprised of the following programs:
 - Countywide Local and Feeder Bus Service for a total of 18.32% of the net revenues (which includes a Welfare to Work component of 1.46% of the net revenues)
 - Altamont Commuter Express Operating Expenditures (2.12% of the net revenues)
 - Alameda/Oakland Transbay Ferry Service (0.78% of the net revenues)
 - Countywide Express Bus Service (0.70% of the net revenues)
- Special Transportation for Seniors and People with Disabilities – Paratransit (10.45% of the net revenues)
- Bike and Pedestrian Safety (5.00% of the net revenues)
- Transit Center Development (0.19% of the net revenues)

The Local Streets and Roads, Mass Transit with the exception of the Countywide Express Bus Service, and 75% of the Bike and Pedestrian Safety funds are distributed to the participating jurisdictions on a monthly basis as pass through funds. Master Program Funding Agreements for the pass through programmatic funds for all participating jurisdictions have been completed. The Master Program Funding Agreements define the reporting requirements that must be provided by the recipient agencies. The first distribution of the programmatic pass through funds was made in June 2002.

The 2003/2004 Strategic Plan reflects Agreements for Paratransit funds administered by the Cities and the ADA operators that the Board approved in February 2003. These agreements define paratransit distributions to jurisdictions that are based on the formula developed by the Alameda County Paratransit Advisory and Planning Committee (PAPCO). The remaining funds, set aside for service coordination and to eliminate gaps in the paratransit system, are still being discussed.

Countywide Express Bus Service Funds, Transit Center Development Funds and the remaining 25% of the Countywide Bike and Pedestrian Safety Funds will be disbursed on a countywide basis. Processes and procedures for the distribution of the countywide program funds are being prepared by ACTIA staff for review and approval by the ACTIA Board in the upcoming year. Countywide Bicycle and Pedestrian fund program guidelines were approved by the Board in May 2003.

The fund apportionment of the Local Streets and Roads Programmatic Funds to cities and Alameda County is based on population and road mileage data, and the apportionment of the 75% Bike and Pedestrian Safety Program to the cities and Alameda County is based on population. The apportionments to date of these two funds to cities and Alameda County have been based on year 2001 population data and year 2000 maintained road mileage data. The fund apportionments will be adjusted as current population and road mileage data become available.

F. Capital Projects

Capital project expenditures are delineated in the Expenditure Plan between Tier 1 and Tier 2 projects. Tier 1 capital projects are anticipated to be funded with the sales tax receipts and outside funding, based on the assumptions for revenue growth and construction cost escalation provided for in the Expenditure Plan. There are 27 Tier 1 capital projects in the Expenditure Plan. Tier 2 capital projects will receive Measure B sales tax funding only if more funds than anticipated become available. ACTIA funds for Tier 1 project costs are considered capped at the Expenditure Plan amount in fiscal year 1997/1998 dollars plus escalation to the year expended. For the ACTIA 2003/2004 Strategic Plan, only Tier 1 Capital Projects are addressed. Tier 2 projects are contingent upon additional revenues not yet identified in the Strategic Plan. In addition, the ACTIA Board adopted a policy that Tier 2 funds not be programmed during the first ten years of the ACTIA program.

Each capital project has a project sponsor. ACTIA is co-sponsor on all projects. The project sponsor has the primary responsibility for the delivery of the project. Project Fact Sheets have been prepared for each Tier 1 capital project and are included in Section VI, Appendix A to this Strategic Plan. The fact sheet information describes the project, its funding and schedule and was developed in cooperation with project sponsors.

The 2003/2004 ACTIA Strategic Plan programs Measure B funds for capital project phases as shown below in Chart 1. Project phases are programmed through the completion of the on-going phase. Funds are programmed in the year shown and are available in the programmed year and one year thereafter. This programming commitment extends from the current year through the completion of the funded phase. The 2003/2004 Strategic Plan includes commitments of Measure B funds in fiscal years 2004/2005 and 2005/2006 for project phases initiated in or before fiscal year 2003/2004. These commitments made for future fiscal years will reduce the amounts of funds available for programming in those years. At some point, depending on project delivery schedules, matching commitments of Measure B funds with project needs will require financing. Based on current project delivery schedules, the need for financing is expected to present itself during the time frame for adopting the 2004/2005 Strategic Plan.

Chart 1
Measure B Funds for Capital Projects

ACTIA		Strategic Plan Program Amount 2002/2003 (\$ x 1,000)	Strategic Plan Program Amount 2003/2004 (\$ x 1,000)	Strategic Plan Program Amount 2004/2005 (\$ x 1,000)	Strategic Plan Program Amount 2005/2006 (\$ x 1,000)	Phase
No.	Description					
1	ACE Capital Improvements	\$590	\$1,000	\$1,000	\$1,000	Per Agreement
2	BART Warm Springs Ext.	\$10,000	\$0	\$0	\$0	ROW
3	Oakland Airport Connector	\$5,567	\$1,135	\$6,102	\$14,000	Per Agreement
4	Downtown Oakland Streetscape	\$0	\$3,751	\$2,604	\$0	Entire Project
5A	Fruitvale Transit Village – Garage	\$1,600	\$2,500	\$0	\$0	C-Per Agreement
5B	Fruitvale Transit Village – Parking Lot	\$335	\$0	\$0	\$0	C-Per Agreement
6	Union City Intermodal Station	\$0	\$0	\$0	\$0	
7	Telegraph Ave. Bus Rapid Transit	\$0	\$2,953	\$0	\$0	E
8	I-680 Express Lane	\$0	\$13	\$0	\$0	P
9	Ironhorse Trail	\$0	\$0	\$0	\$0	
10A	I-880/Broadway-Jackson	\$0	\$0	\$0	\$0	
10B	I-880/Broadway-Jackson	\$200	\$300	\$600	\$0	P/E
11	I-880/Washington Ave I/C	\$90	\$195	\$0	\$0	P/E/D
12	I-580 Castro Valley I/C	\$480	\$385	\$700	\$0	P/E
13	Lewelling/East Lewelling	\$800	\$500	\$0	\$0	P
14	I-580 Auxiliary Lanes	\$0	\$684	\$900	\$0	P/E
15	Rte 92/Clawiter-Whitesell I/C	\$0	\$800	\$0	\$0	P
16	Oakland Local Streets	\$1,600	\$3,678	\$0	\$0	C-Per Agreement
17	Hesperian/Lewelling Widening	\$336	\$835	\$0	\$0	Entire Project
18	Westgate Extension	\$2,018	\$532	\$0	\$0	P/E/D/ROW
19	E. 14 th /Hesperian/150 th Improvements	\$177	\$332	\$486	\$0	Entire Project
20	Newark Local Streets	\$0	\$1,422	\$0	\$0	C-Entire Project
21	I-238 Widening	\$4,500	\$6,754	\$3,500	\$0	P/D
22	I-680/I-880 Cross Connector Study	\$500	\$0	\$0	\$0	Entire Project
23	Isabel/Route 84/I-580 Interchange	\$2,000	\$1,650	\$7,600	\$0	P/E/D/ROW
24A	Route 84 Expressway	\$0	\$300	\$0	\$0	P
24B	Route 84 Expressway	\$0	\$300	\$600	\$0	P/E
25	Dumbarton Corridor	\$200	\$3,100	\$9,800	\$0	P/E/D/ROW
26	I-580 BART	\$400	\$1,200	\$0	\$0	P
27	Emerging Projects	\$0	\$0	\$0	\$0	
TOTAL		\$31,393	\$34,319	\$33,892	\$15,000	

Legend:

P – Planning, Preliminary Engineering, PSR

E – Environmental

D - Design

ROW – Right-of-Way

C - Construction

Per Agreement – Committed by the Project Specific Funding Agreement

The Expenditure Plan describes the capital project and the project delivery elements on which Measure B funds can be expended. The following three capital projects have additional stipulations in the Expenditure Plan before Measure B funds can be used:

- **BART Extension to Warm Springs, ACTIA 2** – The Expenditure Plan states that “Funds for construction of the first segment of the BART rail extension to Warm Springs in Southern Fremont may not be used until full funding for the rail connection to Santa Clara County is assured.” A full funding plan for the rail connection to Santa Clara County was approved by both BART and the Santa Clara Valley Transportation Authority in November 2001.
- **I-680 Express Lane Improvements, ACTIA 8** – The Expenditure Plan states that “If the current Alameda County Congestion Management Agency value pricing study determines that express lanes are operationally infeasible for both the northbound and southbound directions, excess funds may be used for construction of a new northbound HOV lane.” The value pricing study is underway and anticipated to be complete in late Spring 2003. A field study also was performed in Spring 2003 to verify if excess capacity exists in the southbound I-680 High Occupancy Vehicle (HOV) lane. An interim southbound I-680 HOV lane is complete and in operation. The feasibility of the Express Lanes depends upon the outcome of the value pricing study and field study. If the value pricing study and field study indicate that the Express Lane Improvements Project is not operationally feasible, then the Authority Board will consider allocating funds to the northbound I-680 HOV lane.
- **Dumbarton Corridor Improvements, ACTIA 25** – The Expenditure Plan states that “Full funding for the operations and capital costs of a rail connection will need to be secured before Expenditure Plan funds can be spent to implement the rail project.” The project sponsor, in conjunction with the participating agencies, is working towards this goal.

ACTIA capital project funds will be distributed on a reimbursement basis. In order for project sponsors to be reimbursed for eligible costs incurred, they must execute a Master Project Funding Agreement and a Project Specific Funding Agreement. The Master Project Funding Agreement includes all of the ACTIA policies and procedures that must be adhered to and the necessary reporting requirements for cost reimbursement. The Project Specific Funding Agreement includes a detailed project description, project costs by project delivery phase, project schedule, funding information, project responsibilities and any exceptions to the Master Project Funding Agreement for each specific project. To date, Master Project Funding Agreements have been executed with all Project Sponsors. Project Specific Funding Agreements have been executed, or are currently in the process of being executed for the following projects:

- ACE Capital Improvements, ACTIA 1
- Bart Warm Springs Extension, ACTIA 2
- BART Oakland Airport Connector, ACTIA 3
- Downtown Oakland Streetscape, ACTIA 4
- Fruitvale Transit Village Parking Garage, ACTIA 5A
- Fruitvale Transit Village Surface Parking Lot, ACTIA 5B
- Telegraph Avenue/International Boulevard/East 14th Street Bus Rapid Transit, ACTIA 7
- I-880/Broadway-Jackson I/C Phase 2 (Letter Agreement), ACTIA 10B
- I-880/Washington Avenue Interchange (Letter Agreement), ACTIA 11
- I-580 Interchange in Castro Valley, ACTIA 12
- Lewelling/East Lewelling Widening, ACTIA 13
- Oakland Local Streets and Roads, ACTIA 16
- Hesperian/Lewelling Widening, ACTIA 17

- Westgate Extension, ACTIA 18
- E. 14th/Hesperian/150th Street Improvements (Letter Agreement), ACTIA 19
- Newark Local Streets, ACTIA 20
- I-680/I-880 Cross Connector Study (Combined Funding Agreement), ACTIA 22
- Isabel Avenue/Route 84/I-580 Interchange, ACTIA 23

No expenses can be incurred for ACTIA reimbursement until a Project Specific or Letter Funding Agreement is in place. The Board has given special consideration to the following projects to incur costs prior to this agreement:

- Route 92/Clawiter Road-Whitesell Drive Interchange, ACTIA 15
- Route 84 Expressway, ACTIA 24A
- Dumbarton Corridor, ACTIA 25

ACTIA is assisting Alameda County with the I-580 Interchange Improvements Project, ACTIA 12, in Castro Valley, by providing preliminary engineering and environmental clearance. ACTIA is also assisting Caltrans with the I-238 Widening project, ACTIA 21, by providing consultant design services.

G. Project Cost Assumptions

Capital project cost estimates are based on the most current information available from the Project Sponsors.

The Strategic Plan lists the scope of each project as generally described in the Expenditure Plan and as further defined by the project sponsor through environmental and preliminary engineering studies and final design activities. Where total available funds are less than the amount required to complete the Expenditure Plan Project, the project sponsor is responsible for securing additional funds necessary to deliver the project. ACTIA staff will work with the project sponsor to identify and acquire the additional funding.

Future year project budgets are calculated yearly to determine the revised project budgets over the life of the Measure using the California Highway Construction Cost Index (CHCCI). The CHCCI had been increasing at a rate consistent with the projected 4% growth rate per annum. However, the CHCCI dropped by 7.7% in 2002. This is the first drop in the last eight years and follows the trend of construction costs lagging revenue changes by one year. This reduced CHCCI has a profound effect on project budgets. When the projected 4% growth rate is added to the actual decrease, projected project budgets are reduced by a net of 11.7% (4% + 7.7%) from those previously anticipated.

Using the numbers generated by the latest CHCCI, projects that were valued at \$739 million in the 2002/2003 Strategic Plan would only cost \$648 million to build today. Applying these cost factors to the 2003/2004 Strategic Plan reduced the funding requirements to a fundable level and increased the reality of financing for the timely delivery of projects.

H. Funding Assumptions

In addition to sales tax revenue, funding sources available to the Authority include: funds programmed at the state level in the State Transportation Improvement Program (STIP), the State Highway Operation and Protection Program (SHOPP), and the Transportation Congestion Relief Program (TCRP) Funds; Federal Funds, such as funds authorized by the Transportation Equity Act for the 21st Century (TEA 21); Regional Bridge Toll funds available through the Bay Area Toll Authority (BATA); Alameda County Congestion Management Agency Transportation Improvement Program Exchange (CMA TIP); Local Funds from local agencies; and additional funds from local sources. Potential new funding sources such as the Federal Reauthorization (referred to as TEA 3) and the State Bridge Toll Increase will also benefit ACTIA capital projects specified in the proposed Expenditure Plans.

Caltrans is projecting a large shortfall in the State Highway Account (SHA) in this fiscal year. It is predicted that this deficit could grow substantially by FY 2004/2005. As a result of the unexpected shortfall, projects programmed in the current State Transportation Improvement Program (STIP) may face delays. The ACTIA Capital Project Program has over \$132 million in projects programmed in the STIP Regional Improvement Program (RIP), \$57 million in STIP Interregional Transportation Improvement Programs (ITIP), \$65 million in the State Highway Operation and Protection Program (SHOPP) and over \$207 million in the Traffic Congestion Relief Program (TCRP). At this point, the availability of all \$461 million of these funds is subject to delay pending a resolution of the state budget shortfall.

For additional information on the funding sources for individual projects, see the Project Fact Sheets in Section V, Capital Projects.

I. Schedules

Many of the Measure B capital projects are in the project definition phase of project development. The BART Fruitvale Transit Village surface parking lot, ACTIA 5B, is already constructed. The parking garage component of the BART Fruitvale Transit Village, ACTIA 5A, began construction in April 2002 and is expected to be completed in late 2003. Schedules for each of the capital projects are shown on the Project Fact Sheets in Section VI, Appendix A, of this Strategic Plan. The following ACTIA Capital Projects will be under construction, or otherwise complete, with the funding commitments in this Strategic Plan:

- Downtown Oakland Streetscape Improvements, ACTIA 4
- Fruitvale Transit Village Parking Garage, ACTIA 5A
- Fruitvale Transit Village Surface Parking Lot, ACTIA 5B
- Oakland Local Streets and Roads, ACTIA 16
- Hesperian Boulevard/Lewelling Boulevard Widening, ACTIA 17
- E. 14th Street/Hesperian Boulevard/150th Street Improvements, ACTIA 19
- Newark Local Streets, ACTIA 20
- I-680/I-880 Cross Connector Study, ACTIA 22

II. BACKGROUND OF MEASURE B PROGRAM

On August 5, 1986, the Alameda County Board of Supervisors voted to place a \$990 million transportation expenditure plan on the November ballot. The measure, increasing the County sales tax from 6.5 to 7 percent for a period of 15 years, was made possible by Senate Bill 878 (Boatwright). The bill, which became law in June of 1986, allows any of the nine Bay Area counties within the purview of the Metropolitan Transportation Commission (MTC) to ask voters to levy a sales tax of up to one percent to pay for transportation projects. The bill required that the projects be identified before the sales tax was put to a vote.

The Expenditure Plan was developed by the Alameda Countywide Transportation Committee. After a series of public hearings and approval by a majority of the cities representing a majority of the County population, the Board of Supervisors placed the measure on the November 1986 ballot. Included in the measure was the formation of a new agency to administer the program: the Alameda County Transportation Authority (ACTA). The measure, known as Measure B, passed. The ACTA board was established and the ACTA program has been delivering on the 1986 promise for the last 16 years to improve the quality of the transportation system in Alameda County. Alameda County has enjoyed enhanced transit and paratransit services, improved safety and access on streets, roads and highways throughout the County, and each city has received funds to develop local improvements.

Prior to completion of the 1986 ACTA Measure B Program, the Authority developed another Expenditure Plan for reauthorization of the sales tax. The reauthorization of the sales tax is allowed under the Local Transportation Authority and Improvement Act, California Public Utilities Code Section, subsection 180000 et seq. A new Expenditure Plan was developed in 1997 and 1998 by a 40-member Expenditure Plan Development Committee (EPDC) representing diverse interests, and a Steering Committee comprised of 11 elected officials from throughout the County. After a series of public hearings and approval of the Expenditure Plan by a majority of the cities representing a majority of the population, the Board of Supervisors placed the new measure on the June 1998 ballot. The measure did not receive the necessary two-thirds majority approval needed to enact the special sales tax. After significant additional outreach and coordination with community stakeholders, the Alameda County 20-Year Transportation Expenditure Plan (dated July 2000) was developed. After the new Expenditure Plan was approved by all 14 cities in the County and the County Board of Supervisors, the Board of Supervisors placed the Expenditure Plan on the November 2000 ballot, known as Measure B. This new Expenditure Plan received overwhelming support -- 81.5% of the voters approved the new Measure B on November 7, 2000.

The Alameda County Transportation Improvement Authority (ACTIA) was established to administer the tax proceeds, and assure delivery of programs and projects approved by voters. The 11 members of the ACTIA governing board are comprised of the following:

- Five members of the Alameda County Board of Supervisors.
- Three representatives appointed by the Alameda County Mayors Conference from among the cities of Hayward, Fremont, Newark, Union City, Pleasanton, Livermore, and Dublin.
- Two representatives appointed by the Alameda County Mayors Conference from among the cities of San Leandro, Oakland, Alameda, Berkeley, Emeryville, and Piedmont.
- One representative designated by the Mayor of Oakland.

All representatives to the Authority's governing board are elected officials within Alameda County.

ACTIA has contracted with ACTA to provide the same staff that administered ACTA in the past. The Expenditure Plan for ACTIA, similar to that of ACTA, stipulates that the salaries and benefits of ACTIA staff will not exceed 1% of the proceeds of the tax.

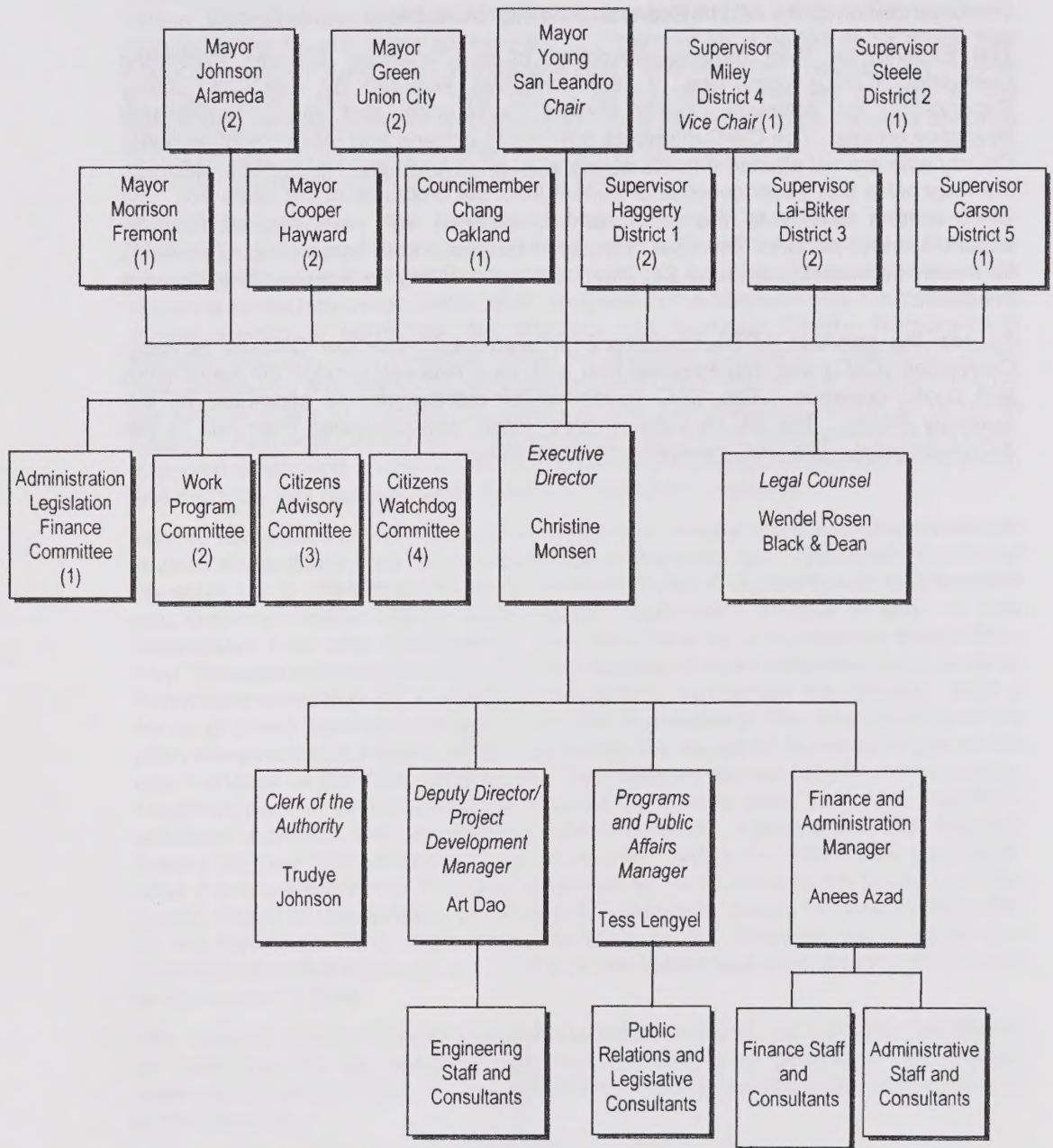
The organization of the ACTIA Board and the ACTIA staff is shown in Chart 2.

The Expenditure Plan requires formation of a 17-member Citizens Watchdog Committee (CWC) comprised of representatives selected by Alameda County Supervisors, the Alameda County Mayors Conference, and various designated advocacy groups. The CWC members are private citizens and residents of Alameda County who are not elected officials at any level of government, nor public employees from agencies that either oversee or benefit from the proceeds of the sales tax. The CWC reports directly to the public and is charged with reviewing all financial expenditures of ACTIA. The CWC has been formed and is functioning. The CWC had their first meeting on June 24, 2001 and are meeting on a quarterly basis as a minimum.

As with the previous ACTA Measure B program, a 23-member Citizens Advisory Committee (CAC) was implemented and acts as a two-way conduit for public input and public outreach. The CAC is formed by representatives appointed by the Authority Board. The ACTA CAC remains intact and continues their role in the ACTIA program. The CAC generally meets monthly.

CHART 2

Organization Chart – Alameda County Transportation Improvement Authority



COMMITTEES

- (1) Administration/Legislation/Finance – Mayor Morrison, Chair
- (2) Work Program – Mayor Green, Chair
- (3) Citizens Advisory – Cynthia Dorsey, Chair
- (4) Citizens Watchdog – Robert Raburn, Chair

III. FINANCIAL PLAN

A. ACTIA 2003/2004 Strategic Plan Development

The Authority makes financial commitments of Measure B funds to the programs and capital projects included in the Expenditure Plan through Funding Agreements and the Strategic Plan process. This 2003/2004 ACTIA Strategic Plan reflects the following assumptions approved by the ACTIA Board at their May 2003 meeting:

- The Strategic plan for fiscal year (FY) 2003/2004 will be developed as a one-year allocation plan of Measure B funds to specific capital projects based on project readiness.
- Each project will be implemented and funded sequentially in phases and/or components as prescribed in the individual Master Project Funding Agreements and other Funding Agreements.
- The Authority will program a project phase or component only if the phase or component itself is fully funded, either from Measure B or other committed funds.
- Based on the policy of funding complete phases of work, funding beyond the current fiscal year is necessary. Therefore, the 2003/2004 Strategic Plan allocates future funds through later years as shown in Chart 1.
- The total amount of Measure B funding requested by Sponsors for capital project expenditure in FY 2002/2003 was \$31.4 million.
- In FY 2003/2004, projected funding requested by sponsors for capital projects is approximately \$34.3 million.
- The total capital projects demand on Measure B funds through 2003/2004 is estimated to be \$65.7 million. When comparing the funding request with the available revenue of \$72.5 million (including interest) available for capital projects, there would be an excess of over \$6.8 million. Therefore, project prioritization for FY 2003/2004 will not be necessary.
- Revenues are projected to grow at 3% per annum beginning in FY 2003/2004 through FY 2005/2006 (3 years) and then projected to grow at 4% per annum for the remainder of the life of the Measure.
- Total revenues projected through fiscal year 2005/2006 are comprised of sales tax revenues from the State Board of Equalization (BOE) plus interest and are assumed as follows:

Fiscal Year	Projected Revenue (\$ million)	Available to:	
		Programs (\$ million)	Capital Projects* (\$ million)
June 2002	\$7.0	\$4.0	\$2.7
2002/2003	\$90.0	\$51.0	\$34.3
2003/2004	\$92.7	\$52.7	\$35.5
2004/2005	\$95.5	\$54.6	\$36.6
2005/2006	\$98.3	\$56.3	\$37.7

* Including Interest

- The California Highway Construction Cost Index (CHCCI) will be used to adjust project budgets to the current year. For future years, project budgets will be estimated by using the CHCCI with a projected growth rate of 4% per annum.
- Project Sponsors' requested allocations for project expenditures will be constrained to the Measure B total capital project revenue stream.

- Measure B funds designated for reimbursement for each project phase/component will be available for two years or an agreed upon duration as defined in the Project Specific Funding Agreements.

The Strategic Plan will be updated annually to reflect changes in the Measure B programs and in the projects' financial plans. Future changes in outside funding programs will also be incorporated into subsequent updates of the Strategic Plan.

The Summary of ACTIA's 2003/2004 Strategic Plan Cash Flow Model (Chart 3) matches planned expenditures for programmatic funds and capital projects with expected revenues on a fiscal year basis. The cash flow model is updated each year with the Strategic Plan. This model is based on beginning the ACTIA Measure B sales tax collection on April 1, 2002, which is three months before the end of fiscal year 2001/2002. However, the cash flow model only shows revenues for one month in fiscal year 2001/2002 due to the lag between the collection of the tax and receipt of the revenues by the Authority.

The current cash flow model for fiscal year 2003/2004 shows sufficient capacity to fund the programs and to meet the implementation schedules for capital project phases as defined in this Strategic Plan. The capital projects and associated work effort to be funded with this Strategic Plan were previously approved by the ACTIA Board at their April 24, 2003 meeting.

Future revisions to the cost, funding or schedule assumptions for any of the capital projects in the Strategic Plan must be considered from an overall Measure B perspective as they may have significant impacts on the cash flow model.

The Summary of ACTIA 2003/2004 Strategic Plan Cash Flow Model is formulated as follows:

- The first line is the Beginning Cash and Investment Balance which is the previous fiscal year's ending balance brought forward. For the 2001/2002 fiscal year, there is no previous year balance, as this is the first year of the sales tax collection.
- The projected Measure B Revenues net of Board of Equalization (BOE) fees revenues are then summarized.
- The repayment of the loan from ACTA to ACTIA for 1998 and 2000 election costs are then subtracted out from the balance. The loan repayment is \$761,575 in 2002/2003 and \$517,796 in 2003/2004 per the Agreement between the two Authorities approved on February 22, 2001.
- The maximum 4.5% General and Administrative (G & A) budget for implementing the sales tax program is then subtracted from the total. This 4.5% includes the 1.0% maximum cost for salaries and benefits for Authority staff.
- The programmatic funds are then allocated.
- The ACTIA funds available for capital projects and debt service associated with capital projects, if necessary, are remaining.
- The interest income from the previous year's capital funds is applied to the funds available for capital projects.
- The capital costs (and debt service, if appropriate) are then subtracted from the total of all funds available for capital projects to provide an ACTIA ending cash and investment balance.

CHART 3

Alameda County Transportation Improvement Authority Summary of 2003/2004 Strategic Plan Cash Flow Model (in \$000's)

FISCAL YEAR	FY 01/02	FY 02/03	FY 03/04	TOTALS
Beginning Cash & Investment Balance	0	2,732	5,614	
Measure B Revenues Net BOE fee	7,029	90,000	92,700	189,729
Repayment of ACTA Loan ¹	0	(762)	(518)	(1,280)
Less G&A (4.5%)	(316)	(4,016)	(4,148)	(8,480)
Net Tax Revenues	6,713	85,222	88,034	179,969
Revenues to Programs (59.9%)	(4,021)	(51,048)	(52,732)	(107,801)
Revenues to Capital Projects & Debt Service	2,692	34,174	35,302	72,167
Bond Proceeds	0	0	0	0
Bond Payments (\$0m bond)	0	0	0	0
Interest Income ²	40	103	153	296
Project Costs	0	(31,395)	(34,319)	(65,714)
End Year Cash & Investment Balance	2,732	5,614	6,750	
Measure B Capital Project Expenditures	0	31,395	34,319	65,714

Assumption:

Interest Income Rate	2.5%
Sales Tax Revenue Growth Rate	3.0%
% of Net Sales Tax Revenue Allocated to Programs	59.9%

Notes:

- ¹ Repayment of ACTA loan for election related costs is per Agreement between ACTA and ACTIA, which specifies the amounts and timing of the repayment as shown in the Summary above.
- ² Interest Income is calculated as the product of the average annual cash and investment balance and the assumed interest income rate of 2.5%.

B. Assumptions of the ACTIA 2003/2004 Strategic Plan

The following funding assumptions have been incorporated into the 2003/2004 Strategic Plan:

- **Projected Revenues** - The sales tax revenues for FY 2001/2002 are \$7 million, for fiscal year 2002/2003 \$90 million and for fiscal year 2003/2004 are \$92.7 million. The projected revenues are based on actual ACTIA receipts and reflect the current economic condition. Alameda County sales tax revenues are projected to grow at 3% through fiscal year 2005/2006 and at 4% thereafter. It is ACTIA's position to be conservative in its estimates of sales tax revenues.
- **Interest Applied to the Average Balance** – The interest to be applied to the fiscal year end balance is assumed to be 2.5%.
- **The State Board of Equalization** - The State Board of Equalization (BOE) percentage fee is 1.2% for fiscal years 2001/2002 and 2002/2003. There is a possibility that the State will increase the fee in the budget this year.
- **Capital Projects** - The estimated sales tax revenues available for Capital Projects through fiscal year 2003/2004 is \$72.5 million and \$144.8 million through fiscal year 2005/2006.

The 2003/2004 ACTIA Strategic Plan programs Measure B funds for capital project phases as shown in Chart 1. Project phases are programmed through the completion of the on-going phase. Funds are programmed in the year shown and are available in the programmed year and one year thereafter. This programming commitment extends from the current year through the completion of the funded phase. The 2003/2004 Strategic Plan includes commitments of Measure B funds in fiscal years 2004/2005 and 2005/2006 for project phases initiated on or before fiscal year 2003/2004. These commitments made for future fiscal years will reduce the amounts of funds available for programming in those years. At some point, depending on project delivery schedules, matching commitments of Measure B funds with project needs will require financing. Based on current project delivery schedules, the need for financing is expected to present itself during the timeframe for adopting the 2004/2005 Strategic Plan.

Based upon current information from the project sponsors, there is a strong demand on ACTIA funds in fiscal years 2004/2005 through 2007/2008 – more demand than ACTIA can supply. This condition is shown on the Summary of the 20-Year ACTIA Cash Flow Model, Section VI, Appendix C. This 20-Year Summary indicates the "potential" ACTIA cash flow demand if all capital projects were ready for delivery when project sponsors have indicated, and that all outside fund sources were committed to deliver the capital projects. ACTIA staff will work with project sponsors over the next year to develop balanced financial plans for their projects, evaluate availability of outside funding sources, and develop a financing plan to deliver the ACTIA program.

- **Capital Project Cost Escalation** - Capital project budget estimates are based on the most current information available from the project sponsors. Project budgets are adjusted using the California Highway Construction Cost Index (CHCCI) to bring project budgets in the Expenditure Plan to the current year. The CHCCI is listed below by calendar year:

Year	CHCCI
1998	3.045%
1999	8.250%
2000	5.030%
2001	5.400%
2002	-7.700%

For future years, the CHCCI is assumed to increase at a rate of 4% per year.

- **Outside Funding Sources** - The Strategic Plan addresses the Authority commitment to capital projects in the context of other state, federal and local funding source assumptions in order to assure that there are sufficient funds to successfully deliver the capital projects.

In addition to sales tax revenue, funding sources available to the Authority include: funds programmed at the state level in the State Transportation Improvement Program (STIP), the State Highway Operation and Protection Program (SHOPP), and the Transportation Congestion Relief Program (TCRP) Funds; Federal Funds, such as funds authorized by the Transportation Equity Act for the 21st Century (TEA 21); Regional Bridge Toll funds available through the Bay Area Toll Authority (BATA); Alameda County Congestion Management Agency Transportation Improvement Program Exchange (CMA TIP); Local Funds from local agencies; and additional funds from local sources. Potential new funding sources such as the Federal Reauthorization (referred to as TEA 3) and the State Bridge Toll Increase will also benefit ACTIA capital projects specified in the proposed Expenditure Plans.

Caltrans is projecting a large shortfall in the State Highway Account (SHA) in this fiscal year. It is predicted that this shortfall could grow substantially by FY 2004/2005.

For details of funding on individual capital projects, see the Project Fact Sheets in Section VI, Appendix A.

The Authority has been very successful in leveraging outside funding for the ACTA projects, and will be equally aggressive in the pursuit of outside funding for ACTIA projects.

IV. PROGRAMMATIC FUNDS

A. Program Descriptions, Disbursement Methods and Status

Approximately 60% of the net sales tax funds are disbursed to the local jurisdictions (cities, Alameda County, paratransit providers and transit agencies in Alameda County) for the various programs listed below:

- Local Streets and Roads (22.34% of the net revenues)
- Mass Transit (21.92% of the net revenues) which is comprised of the following programs:
 - Countywide Local and Feeder Bus Service (total of 18.32% of the net revenues) which includes a Welfare to Work component (1.46% of the net revenues)
 - Altamont Commuter Express Operating Expenditures (2.12% of the net revenues)
 - Countywide Express Bus Service (0.70% of the net revenues)
 - Alameda/Oakland Transbay Ferry Service (0.78% of the net revenues)
- Special Transportation for Seniors and People with Disabilities (10.45% of the net revenues)
- Bike and Pedestrian Safety (5.00% of the net revenues)
- Transit Center Development (0.19% of the net revenues)

For details of the specific programmatic funds, please refer to the Expenditure Plan.

The Local Streets and Roads, Mass Transit with the exception of the Countywide Express Bus Service, 75% of the Bike and Pedestrian Safety programmatic funds, and Special Transportation for Seniors and People with Disabilities (except Gap Funds), otherwise known as paratransit funds, are distributed to the appropriate jurisdictions on a monthly basis.

Master Program Funding Agreements have been completed for all the pass through programmatic funds. The Agreements stipulate the various reporting requirements that must be adhered to by the recipient agencies. For each fund type received, the recipient must do the following: provide an independent annual audit of the expenditures; maintain separate accounts for each fund; report annually on the use of each fund; prepare a minimum of one article per year on the usage of the funds in the recipient's newsletter or the Authority's newsletter; provide signage, when appropriate, on construction projects noting the use of Measure B funds; and a list of projects expected to be funded in the next year; provide information of website participation in public awareness program; report to Citizens Watchdog Committee of the Board if requested. The list of anticipated projects for bicycle and pedestrian, and paratransit funds must be developed with public input and approved by the jurisdiction's governing board. The first distribution of the pass through program funds was in June 2002.

The Countywide Express Bus Service Funds, Transit Center Development Funds and 25% of the Countywide Bike and Pedestrian Safety Fund will be disbursed on a competitive basis. Processes and procedures for the distribution of the countywide program funds are being prepared by ACTIA staff for review and approval by the ACTIA Board. Program guidelines for the Countywide Bicycle and Pedestrian Fund were reviewed by the Board in Spring 2003, with an anticipated Call for Projects and fund allocation in FY 2003/2004.

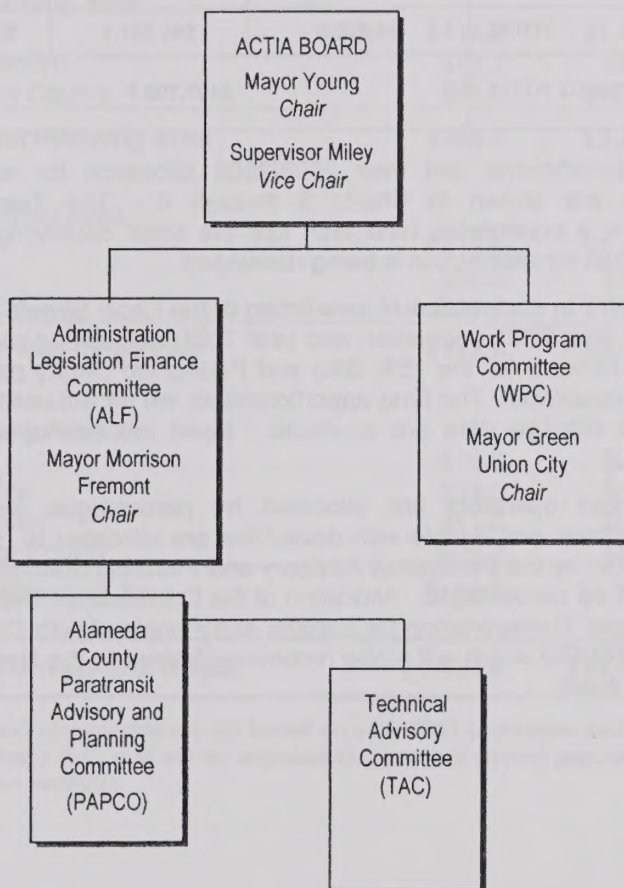
The 2003/2004 Strategic Plan reflects the projected disbursement of the pass through funds for Special Transportation for Seniors and People with Disabilities (Paratransit), administered by City-based paratransit programs and American Disabilities Act (ADA) paratransit providers, per the four-year Agreements approved

by the ACTIA Board in February 2003. These agreements reflect the Alameda County Paratransit Advisory and Planning Committee (PAPCO) pass through fund distribution formula which was simplified and updated to reflect the 2000 census data. The agreements must be executed by the recipient agencies before disbursement of pass through paratransit funds in fiscal year 2003/2004. PAPCO will provide oversight and review of the required reporting by the Technical Advisory Committee (TAC) on the use of the pass through paratransit funds. The TAC is comprised of paratransit Program Managers from the cities and ADA providers.

The distribution of the remaining paratransit funds for the coordination and elimination of gaps in the paratransit system is still being discussed by PAPCO, with input being provided by the TAC. See Chart 4 for the organization of the ACTIA Special Transportation for Seniors and People with Disabilities program.

CHART 4

Organization Chart – Alameda County Transportation Improvement Authority Special Transportation for Seniors and People with Disabilities



B. Program Cash Flow Summaries

Based on the 2003/2004 Strategic Plan Cash Flow Schedule, the estimated annual disbursements of programmatic funds are summarized below. These are estimates, actual 2003/2004 disbursements will be based on actual receipts.

Programmatic Fund	ACTUAL	ESTIMATED	
	June 2002 Disbursements (\$ x 1,000)	2002/2003 Disbursements (\$ x 1,000)	2003/2004 Projected (\$ x 1,000)
Local Streets and Roads (22.34%)	\$1,499.8	\$19,037.6	\$19,665.7
Mass Transit (21.92%)	\$1,471.2	\$18,680.5	\$19,296.5
Special Transportation for Seniors and People with Disabilities (10.45%)	\$701.4	\$8,906.8	\$9,200.6
Bike and Pedestrian Safety (5%)	\$335.6	\$4,260.3	\$4,400.8
Transit Center Development (0.19%)	\$12.8	\$161.9	\$167.2
TOTAL	\$4,020.8	\$51,047.1	\$52,730.8
COMBINED TOTAL	\$107,798.7		

A list of recipient jurisdictions and their 2003/2004 allocation for each of the programmatic funds are shown in Charts 5 through 8. The Transit Center Development Fund is a countywide fund and, like the other countywide funds, a process and procedures for distribution is being developed.

The fund apportionment to each recipient jurisdiction of the Local Streets and Roads Fund is based upon year 2001 population and year 2000 maintained road mileage data, and the apportionment for the 75% Bike and Pedestrian Safety pass through fund is based upon population. The fund apportionments will be adjusted as current population and road mileage data are available. Road mileage is provided by jurisdictions annually.

Funds to mass transit operators are allocated by percentages, and Special Transportation for Seniors and People with disabilities are allocated to cities based on a formula developed by the Paratransit Advisory and Planning Committee, and to AC Transit and BART by percentages. Allocation of the Coordination/Gap in Service funds under the Special Transportation for Seniors and People of with Disabilities is being evaluated by PAPCO which will make recommendations to the Board on how the Funds should be spent.

CHART 5

Local Streets and Roads Programmatic Funds¹

	June 2002 (\$ x 1,000)	2002/2003 (\$ x 1,000)	2003/2004 (\$ x 1,000)
North Planning Area			
Alameda	\$93.2	\$1,185.9	\$1,225.0
Albany	\$20.8	\$264.6	\$273.3
Berkeley	\$149.0	\$1,893.6	\$1,956.1
Emeryville	\$11.9	\$150.6	\$155.6
Oakland	\$564.8	\$7,164.6	\$7,401.0
Piedmont	\$22.7	\$288.7	\$298.2
Alameda County	\$3.9	\$48.9	\$50.6
Alameda County Bridges	\$41.5	\$527.0	\$544.4
Total North Planning Area	\$907.8	\$11,523.9	\$11,904.2
Central Planning Area			
Hayward	\$114.2	\$1,449.1	\$1,496.9
San Leandro	\$73.7	\$935.1	\$965.9
Alameda County	\$81.0	\$1,028.3	\$1,062.2
Total Central Planning Area	\$268.9	\$3,412.5	\$3,525.0
South Planning Area			
Fremont	\$117.6	\$1,490.6	\$1,539.8
Newark	\$25.5	\$322.5	\$333.2
Union City	\$39.8	\$508.8	\$525.5
Total South Planning Area	\$182.9	\$2,321.9	\$2,398.5
East Planning Area			
Dublin	\$18.9	\$241.6	\$249.5
Livermore	\$53.5	\$679.9	\$702.3
Pleasanton	\$41.6	\$525.7	\$543.1
Alameda County	\$26.2	\$332.1	\$343.1
Total East Planning Area	\$140.2	\$1,779.3	\$1,838.0
Total Local Streets and Roads	\$1,499.8	\$19,037.6	\$19,665.7

¹ These fund apportionments are based on year 2001 population and year 2000 maintained road mileage data and will be adjusted to represent current population and road mileage data when available.

CHART 6

Mass Transit Programmatic Funds

	June 2002 (\$ x 1,000)	2002/2003 (\$ x 1,000)	2003/2004 (\$ x 1,000)
AC Transit District (ACTD)			
North Planning Area	\$636.5	\$8,081.0	\$8,347.6
Central Planning Area	\$318.3	\$4,040.6	\$4,173.9
South Planning Area	\$107.9	\$1,370.1	\$1,415.3
Total ACTD Transit	\$1,062.7	\$13,491.7	\$13,936.8
ACTD: Welfare to Work			
North Planning Area	\$83.0	\$1,054.0	\$1,088.8
Central Planning Area	\$14.7	\$186.9	\$193.1
Total ACTD Welfare to Work	\$97.7	\$1,240.9	\$1,281.9
Alameda/Oakland Transbay Ferry Service	\$52.6	\$667.5	\$689.5
Altamont Commuter Express (ACE)			
Operating Expenditures			
South Planning Area	\$75.2	\$954.5	\$986.0
East Planning Area	\$67.0	\$851.1	\$879.2
Total ACE	\$142.2	\$1,805.6	\$1,865.2
Union City Transit	\$22.7	\$288.4	\$297.9
Livermore Amador Valley Transit Agency (LAVTA)	\$46.3	\$587.5	\$606.9
Countywide Express Bus Service¹	\$47.0	\$598.9	\$618.6
Total Mass Transit Funds	\$1,471.2	\$18,680.5	\$19,296.8

¹ Will be disbursed on a countywide basis.

CHART 7

Special Transportation for Seniors and People With Disabilities (Paratransit) Programmatic Funds¹

	June 2002 (\$ x 1,000)	2002/2003 (\$ x 1,000)	2003/2004 (\$ x 1,000)
AC Transit District (ACTD)			
North Planning Area	\$226.9	\$2881.0	\$2,976.1
Central Planning Area	\$50.8	\$645.1	\$666.4
Total ACTD Paratransit	\$277.7	\$3,526.1	\$3,642.5
BART			
North Planning Area	\$77.5	\$983.7	\$1,016.2
Central Planning Area	\$22.8	\$289.8	\$299.4
Total BART Paratransit	\$100.3	\$1,273.5	\$1,315.6
Non-Mandated Programs			
Alameda	\$9.0	\$129.0	\$133.2
Albany	\$2.1	\$24.0	\$24.8
Berkeley	\$12.6	\$143.3	\$148.0
Emeryville	\$0.9	\$13.6	\$14.0
Oakland	\$58.6	\$746.7	\$771.3
<i>Total North Planning Area</i>	<i>\$83.2</i>	<i>\$1,056.6</i>	<i>\$1,091.3</i>
Hayward	\$40.8	\$545.2	\$563.2
San Leandro	\$18.2	\$204.7	\$211.4
<i>Total Central Planning Area</i>	<i>\$59.0</i>	<i>\$749.9</i>	<i>\$774.6</i>
Fremont	\$45.7	\$559.4	\$577.8
Newark	\$8.3	\$122.5	\$126.6
Union City	\$17.1	\$221.3	\$228.6
<i>Total South Planning Area</i>	<i>\$71.1</i>	<i>\$903.2</i>	<i>\$933.0</i>
Livermore Amador Valley Transit Agency (LAVTA)	\$9.1	\$109.9	\$113.5
Pleasanton	\$5.0	\$69.0	\$71.3
<i>Total East Planning Area</i>	<i>\$14.1</i>	<i>\$178.9</i>	<i>\$184.8</i>
Total Non-Mandated	\$227.4	\$2,888.6	\$2,983.7
Coordination/Gaps in Services²	\$96.0	\$1,218.6	\$1,258.8
Total Paratransit Program	\$701.4	\$8,906.8	\$9,200.6

¹ Paratransit funds are being distributed by the formula developed by PAPCO.

² Procedures for distribution of the Coordination/Gaps In Service Funds are presently being developed.

CHART 8

Bicycle and Pedestrian Safety Programmatic Funds¹

	June 2002 (\$ x 1,000)	2002/2003 (\$ x 1,000)	2003/2004 (\$ x 1,000)
75% Bike and Pedestrian Safety Pass-Through Funds			
Alameda	\$12.6	\$160.3	\$165.6
Albany	\$2.8	\$36.0	\$37.1
Berkeley	\$17.8	\$224.8	\$232.2
Dublin	\$5.5	\$72.0	\$74.3
Emeryville	\$1.2	\$15.6	\$16.2
Fremont	\$35.3	\$448.4	\$463.2
Hayward	\$24.5	\$310.2	\$320.4
Livermore	\$12.8	\$164.8	\$170.3
Newark	\$7.4	\$93.8	\$96.9
Oakland	\$69.7	\$878.8	\$907.8
Piedmont	\$1.9	\$23.9	\$24.7
Pleasanton	\$11.1	\$142.3	\$147.0
San Leandro	\$13.8	\$174.7	\$180.5
Union City	\$11.7	\$150.9	\$155.8
Alameda County	\$23.6	\$298.6	\$308.4
Total Pass-Through Funds	\$251.7	\$3,195.1	\$3,300.4
25% Bike and Pedestrian Safety Competitive Funds			
Regional Projects	\$83.9	\$1,065.2	\$1,100.4
Total Competitive Funds	\$83.9	\$1,065.2	\$1,100.4
Total Bike and Pedestrian Safety Funds	\$335.6	\$4,260.3	\$4,400.8

¹ The fund apportionment for the 75% Bike and Pedestrian Safety Pass-Through Funds are based upon year 2001 population data and will be adjusted to represent current population data when available.

V. CAPITAL PROJECTS

A. Approach to Capital Projects

Capital project expenditures are delineated in the Expenditure Plan as Tier 1 and Tier 2 Projects. Tier 1 capital projects are anticipated to be funded with the sales tax receipts and outside funding, based on the assumptions for revenue growth and construction cost escalation provided for in the Expenditure Plan. Tier 2 capital projects will receive Measure B sales tax funding only if more funds than anticipated become available. For this ACTIA 2003/2004 Strategic Plan, only Tier 1 capital projects are addressed. There are 27 Tier 1 capital projects in the Expenditure Plan. Each capital project has a project sponsor that has primary responsibility for the delivery of the project. ACTIA is co-sponsor on all projects.

The Expenditure Plan describes the capital projects and the project delivery elements for which Measure B funds can be expended. The following three Tier 1 capital projects have additional stipulations in the Expenditure Plan before Measure B funds can be expended:

- BART Extension to Warm Springs, ACTIA 2 – The Expenditure Plan states that “Funds for construction of the first segment of the BART rail extension to Warm Springs in Southern Fremont may not be used until full funding for the rail connection to Santa Clara County is assured.” A full funding plan for the rail connection to Santa Clara County was approved by both BART and the Santa Clara Valley Transportation Authority in November 2001.
- I-680 Express Lane Improvements, ACTIA 8 – The Expenditure Plan states that “If the current Alameda County Congestion Management Agency value pricing study determines that the express lanes are operationally infeasible for both the northbound and southbound directions, excess funds may be used for construction of a new northbound HOV lane.” The southbound I-680 High Occupancy Vehicle (HOV) Lane project is open for use and the CMA’s Value Pricing Study is evaluating the feasibility of express lanes in this corridor. The CMA’s Draft Value Pricing Study is currently being drafted. Preliminary recommendations are being evaluated by Caltrans. In addition to determining if excess capacity is available in the HOV lane, access, ingress/egress, and operational issues will be evaluated. If the value pricing study and field study indicate that the Express Lane Improvements Project is not operationally feasible, then the Authority Board may consider allocating funds to the northbound HOV lane.
- Dumbarton Corridor Improvements, ACTIA 26 – The Expenditure Plan states that “Full funding for the operations and capital costs of a rail connection will need to be secured before Expenditure Plan funds can be spent to implement the rail project.” The project sponsor, in conjunction with the participating agencies, is working towards this goal.

The Expenditure Plan included preliminary costs for each of the capital projects. ACTIA funds for Tier 1 projects are considered capped at the Expenditure Plan amount (fiscal year 1997/1998 dollars) and then escalated to the year spent. In some cases, the Expenditure Plan identifies other funding sources that will contribute to the project.

Since the development of the Expenditure Plan, funding sources and amounts have changed. The Authority’s commitments of Measure B funds are made in the context of the overall financial plans for the projects. The Authority desires to make commitments to viable projects while understanding that future funding for large-scale transportation improvements has inherent uncertainties. The process for programming State and Federal funds to transportation projects runs in cycles and typically has a definite horizon. For example, funds in the State Transportation Improvement Program, STIP, are programmed every two years adding two years to a

five-year horizon. STIP funds are not programmed beyond the five-year horizon. The federal legislation that makes federal funds available has been renewed on a six-year cycle. Once funds are programmed, the level of certainty that they will be available when needed is increased, however, the current fiscal crisis has taught us that even funds in an adopted/approved programming document can be rendered unavailable by economic and political forces.

As Measure B gets underway, many of the projects are in the very early stages of development. The schedules for delivery for some of the larger projects extend beyond the horizon of current state and federal programming. This is not uncommon for large projects and is a concern on a regional scale. To address this concern, the Alameda County Congestion Management Agency, ACCMA, which is the entity responsible for programming the majority of state and federal funds in the County, prepares the "Countywide Transportation Plan," CWTP, which is a planning document with a 25-year horizon. The CWTP includes revenue assumptions and identifies projects to be eligible for state and federal funds in years beyond the current programming windows. While inclusion in the CWTP is not a guarantee that a project will receive funding, being in the CWTP is a prerequisite for having funds programmed.

The uncertainty of the funding combined with the current fiscal crisis, which has impacted the availability of currently programmed funds, diminishes the viability of the financial plans for projects which include these categories of funds. The anticipated funding shown on the project fact sheets in Section VI, Appendix A of this Strategic Plan, include funds from sources that have been impacted by the current crisis as well as future funds. Sources such as the STIP, the Traffic Congestion Relief Program (TCRP) and the State Highway Operations and Protection Program (SHOPP) have all be impacted by the current fiscal crisis. Future funding from the state and federal levels are also difficult to anticipate given the economic conditions.

Caltrans is projecting a large shortfall in the State Highway Account (SHA) in this fiscal year. It is predicted that this deficit could grow substantially by FY 2004/2005. As a result of the unexpected shortfall, projects programmed in the current State Transportation Improvement Program (STIP) may face delays. The ACTIA Capital Project Program has over \$132 million in projects programmed in the STIP Regional Improvement Program (RIP), \$57 million in STIP Interregional Transportation Improvement Programs (ITIP), \$65 million in the State Highway Operation and Protection Program (SHOPP) and over \$207 million in the Traffic Congestion Relief Program (TCRP). At this point, the availability of all \$461 million of these funds is subject to delay pending a resolution of the state budget shortfall.

New cost estimates have been developed in sufficient detail to allow for the determination of the amounts to be programmed for the various capital project phases. For many of the ACTIA projects, the process of developing a balanced project financial plan by phase is underway. In this light, the 2003/2004 Strategic Plan only includes commitments of Measure B funds for phases either underway or scheduled to start during the 2003/2004 fiscal year. Once the project financial plans are balanced, baseline cost estimates and schedules will be established. The project fact sheets included in Section VI, Appendix A of this Strategic Plan, show the current overall cost estimates, the committed and anticipated funding, and the approximate current balance of Measure B funds.

The 2003/2004 ACTIA Strategic Plan programs Measure B funds for the capital projects and associated work are shown below in Chart 9. For the purpose of the chart, Planning includes project scoping and definition, preliminary engineering; Environmental includes environmental analysis and clearance; Design includes preparation of PS&E; Right-of-way includes right-of-way engineering and acquiring necessary rights-of-way, including easements; and Construction includes capital construction, utility relocations, construction engineering, surveying and administration costs.

CHART 9

Alameda County Transportation Improvement Authority 2002/2003 Strategic Plan Commitment to Capital Projects

No.	Description	Strategic Plan Program Amount 2002/2003 (\$ x 1,000)	Strategic Plan Program Amount 2003/2004 (\$ x 1,000)	Strategic Plan Program Amount 2004/2005 (\$ x 1,000)	Strategic Plan Program Amount 2005/2006 (\$ x 1,000)	Phase
1	ACE Capital Improvements	\$590	\$1,000	\$1,000	\$1,000	Per Agreement
2	BART Warm Springs Ext.	\$10,000	\$0	\$0	\$0	ROW
3	Oakland Airport Connector	\$5,567	\$1,135	\$6,102	\$14,000	Per Agreement
4	Downtown Oakland Streetscape	\$0	\$3,751	\$2,604	\$0	Entire Project
5A	Fruitvale Transit Village – Garage	\$1,600	\$2,500	\$0	\$0	C-Per Agreement
5B	Fruitvale Transit Village – Parking Lot	\$335	\$0	\$0	\$0	C-Per Agreement
6	Union City Intermodal Station	\$0	\$0	\$0	\$0	
7	Telegraph Ave. Bus Rapid Transit	\$0	\$2,953	\$0	\$0	E
8	I-680 Express Lane	\$0	\$13	\$0	\$0	P
9	Ironhorse Trail	\$0	\$0	\$0	\$0	
10A	I-880/Broadway-Jackson	\$0	\$0	\$0	\$0	
10B	I-880/Broadway-Jackson	\$200	\$300	\$600	\$0	P/E
11	I-880/Washington Ave I/C	\$90	\$195	\$0	\$0	P/E/D
12	I-580 Castro Valley I/C	\$480	\$385	\$700	\$0	P/E
13	Lewelling/East Lewelling	\$800	\$500	\$0	\$0	P
14	I-580 Auxiliary Lanes	\$0	\$684	\$900	\$0	P/E
15	Rte 92/Clawiter-Whitesell I/C	\$0	\$800	\$0	\$0	P
16	Oakland Local Streets	\$1,600	\$3,678	\$0	\$0	C-Per Agreement
17	Hesperian/Lewelling Widening	\$336	\$835	\$0	\$0	Entire Project
18	Westgate Extension	\$2,018	\$532	\$0	\$0	P/E/D/ROW
19	E. 14 th /Hesperian/150 th Improvements	\$177	\$332	\$486	\$0	Entire Project
20	Newark Local Streets	\$0	\$1,422	\$0	\$0	C-Entire Project
21	I-238 Widening	\$4,500	\$6,754	\$3,500	\$0	P/D
22	I-680/I-880 Cross Connector Study	\$500	\$0	\$0	\$0	Entire Project
23	Isabel/Route 84/I-580 Interchange	\$2,000	\$1,650	\$7,600	\$0	P/E/D/ROW
24A	Route 84 Expressway	\$0	\$300	\$0	\$0	P
24B	Route 84 Expressway	\$0	\$300	\$600	\$0	P/E
25	Dumbarton Corridor	\$200	\$3,100	\$9,800	\$0	P/E/D/ROW
26	I-580 BART	\$400	\$1,200	\$0	\$0	P
27	Emerging Projects	\$0	\$0	\$0	\$0	
TOTAL		\$31,393	\$34,319	\$33,892	\$15,000	

Legend:

P – Planning, Preliminary Engineering, PSR

E – Environmental

D – Design

ROW – Right-of-Way

C – Construction

Per Agreement – Committed by the Project Specific Funding Agreement

Based on revenue projections, revenues available for capital projects through 2005/2006 are \$144.8 million, which is adequate to provide for the programmed ACTIA capital project expenditures.

Each year the Strategic Plan is updated. The assumptions for both costs and funding for capital projects will be revised, if necessary, to reflect current knowledge. It is anticipated that future Strategic Plans will address the 20-year ACTIA program and ACTIA's commitment on a fiscal year-basis for the life of each individual capital project.

ACTIA capital project funds will be distributed on a reimbursement basis. In order for project sponsors to be reimbursed for their costs, they must have an executed Master Project Funding Agreement and a Project Specific or Letter Funding Agreement. The Master Project Funding Agreement includes all the ACTIA policies and procedures that must be adhered to and the necessary reporting requirements for cost reimbursement. The Project Specific Funding Agreement and Letter Agreement include a detailed project description; order of magnitude cost estimate; project schedule, funding information; project responsibilities; and any exceptions to the Master Project Funding Agreement for that specific project. To date, all Master Project Funding Agreements and Project Specific Funding Agreements on the following ACTIA Projects have been approved:

• ACE Rail Improvements, ACTIA 1	• I-580/Castro Valley Interchange Improvements, ACTIA 12
• BART Warm Springs Extension, ACTIA 2	• Lewelling/East Lewelling Boulevard Widening, ACTIA 13
• Oakland Airport Connector, ACTIA 3	• Oakland Local Streets and Roads, ACTIA 16
• Downtown Oakland Streetscape, ACTIA 4	• Hesperian Blvd./Lewelling Blvd. Intersection Improvements, ACTIA 17
• Fruitvale Transit Village, ACTIA 5A	• Westgate Extension, ACTIA 18
• Fruitvale Transit Village, ACTIA 5B	• Newark Local Streets, ACTIA 20
• Telegraph Avenue Bus Rapid Transit, ACTIA 7	• Isabel-Route 84/I-580 Interchange Project, ACTIA 23

Funding agreements with project sponsors are being negotiated and subsequently executed on an as-required basis.

The ACTIA Board has approved the following policies and procedures that are included in the project funding agreements:

- ACTIA Expenditure Reporting Requirements for Capital Projects
- Policy on Eligible Costs
- Policy Regarding the Definition and Use of Excess Revenues and Unused Funds
- Policy Regarding ACTIA Funds Spent or Allocated to Projects that are Later Removed from the Plan
- Policy Regarding the Timing Limitation for Environmental Approval
- Policy Regarding Program Financing Cost
- Policy on Definition and Use of Disadvantaged Business Enterprises (DBE), Local Business Enterprises (LBE) and Small Local Business Enterprises (SLBE)

- Policy regarding Traffic Signal Enhancement recognizing audible pedestrian signals, adjustable pedestrian timing and emergency vehicle pre-emption as eligible costs.

More details on these policies can be obtained from the standard Master Project Funding Agreement.

Over the next year, ACTIA staff will be working with capital project sponsors to develop balanced financial plans for their projects, to evaluate availability of outside fund sources, and to develop a financial plan to deliver the ACTIA projects.

B. Project Fact Sheets

The following page, Chart 10, is a map of Alameda County that shows the location of each Tier 1 capital project, the type of project and includes a list of projects by planning area of the County.

Project Fact Sheets for each of the 27 Tier 1 capital projects are included in Section VI, Appendix A. The project information was developed in cooperation with project sponsors and represents the most current information available.

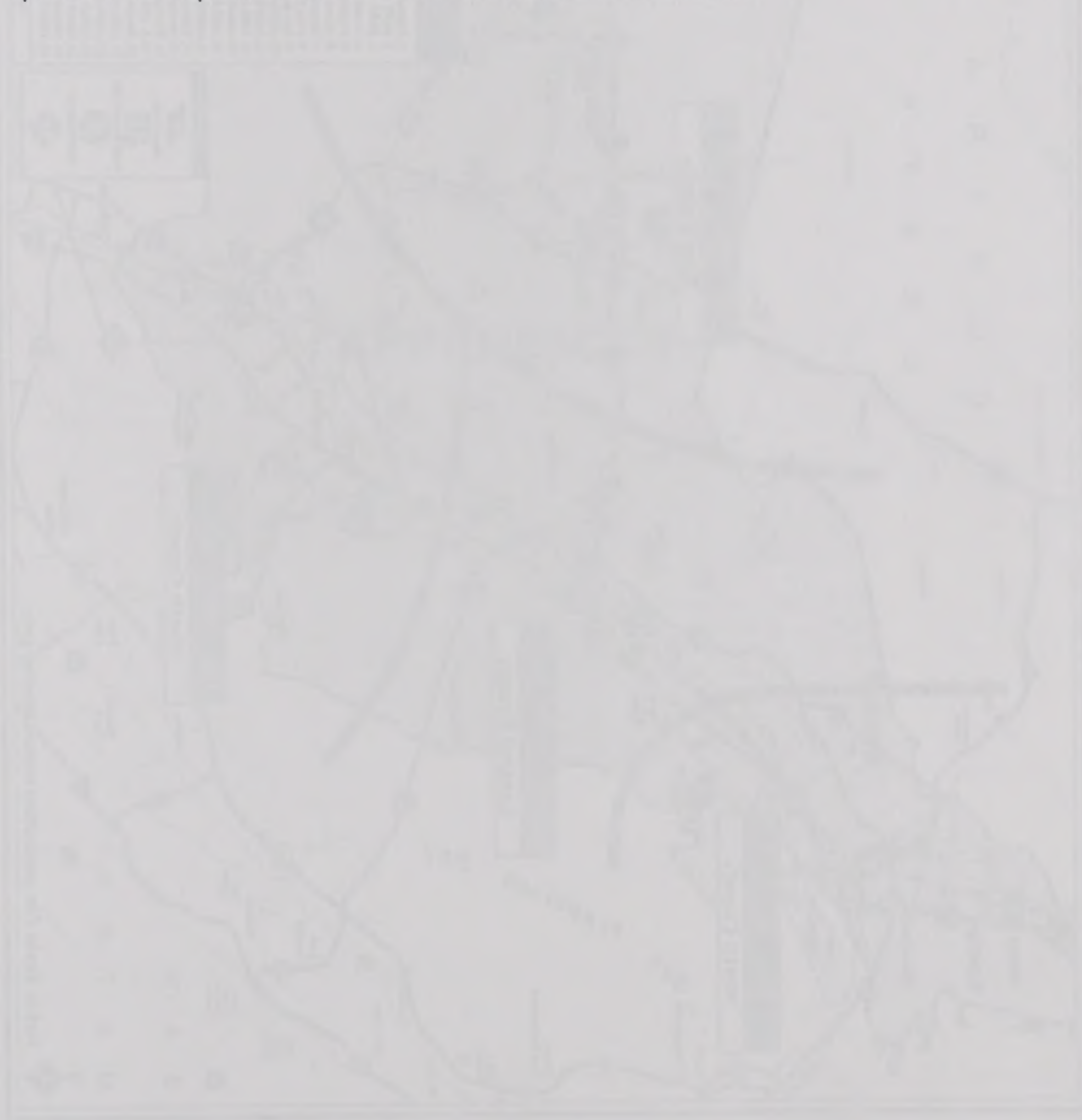
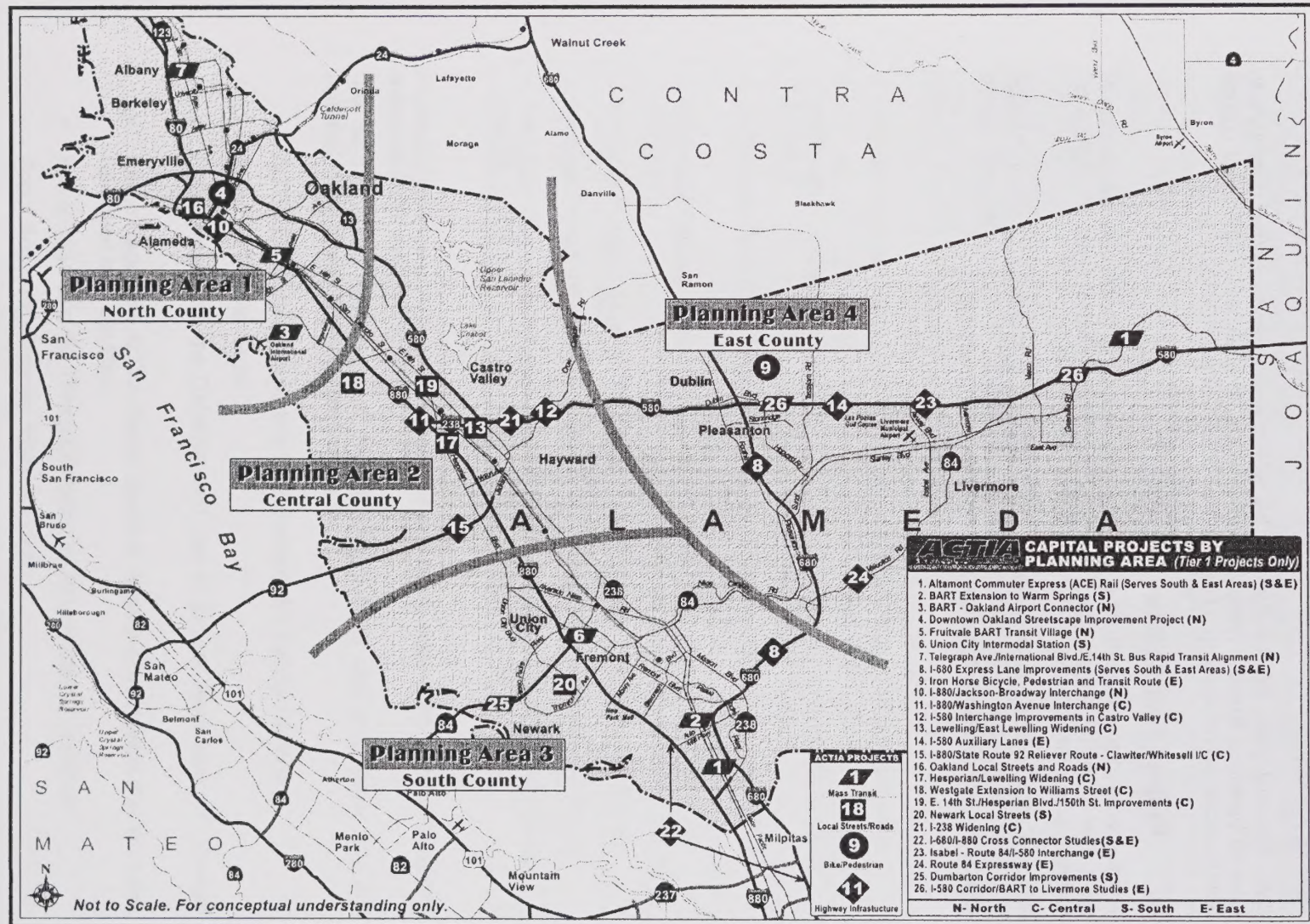


CHART 10

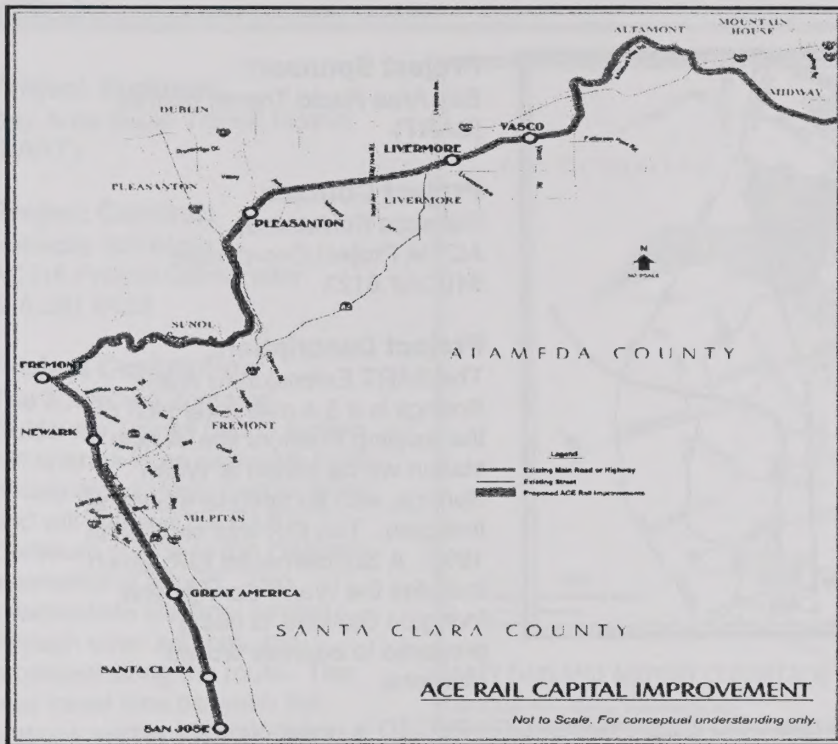
Capital Projects Location Map



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Altamont Commuter Express (ACE)

ACTIA 1



Project Sponsor:

Alameda County Congestion Management Agency

Project Contact:

Rebecca Kohlstrand,
ACTIA Project Coordinator
510.267.6123

Project Description:

The Altamont Commuter Express runs between the City of Stockton and the San Jose Diridon Caltrain Station, with four stops in Alameda County. Local funds will be used to leverage state and federal funds for these improvements. The ACTIA project consists of:

- ◆ Station improvements, track and siding improvements, and signal system upgrades;
- ◆ Constructing a maintenance facility; and
- ◆ Purchasing additional rolling stock.

Project Status:

ACE has developed a Draft Short Range Transit Plan that outlines anticipated capital improvements over the next 10 years. This information has been incorporated as a Project List into the Project Specific Funding Agreement. ACTIA will allocate funds to leverage other funding sources on these projects. The CMA has initiated funding requests for the first two projects: Track Improvements and Equipment Modification.

Cost Estimate (02/03):

Environmental	\$650,000
Design	\$830,000
Right-of-Way	\$1,000,000
Equipment	21,130,000
Construction	\$81,200,000
	\$104,810,000

Measure B

\$14,580,000

Potential Leveraged Funds:

Other Local Funds	\$19,930,000
TCRP/Prop 42	\$3,600,000
State Gen. Fund	\$4,800,000
Sales Tax Rebate	\$2,000,000
STIP - RIP	\$12,500,000
STIP - ITIP	\$1,000,000
Federal Funds	\$46,400,000
	\$104,810,000

Measure B Funds:

97/98 Expenditure Plan	\$10,000,000
Beginning Funds 02/03	\$11,394,000
Expended During 02/03	\$0
Ending Funds 02/03*	\$11,394,000

Strategic Plan Allocations

02/03	\$590,000
03/04	\$1,000,000
04/05	\$1,000,000
05/06	\$1,000,000

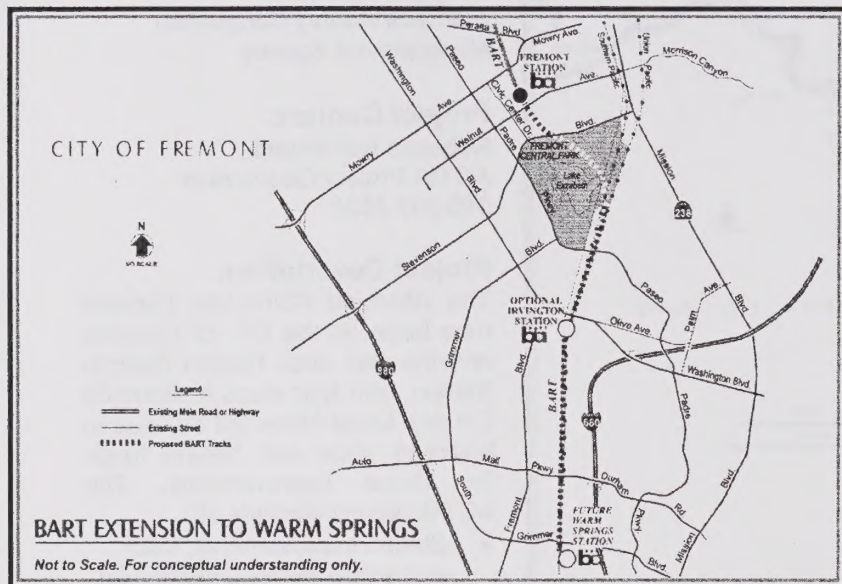
*Subject to Adjustment

Proposed Schedule: (a series of small projects with ongoing environmental, design, and construction phases)

	2001	2002	2003	2004	2005	2006	2007	2008
Environmental	7/02							
Design	7/02							
Right-of-Way	7/02							
Construction	7/02							

BART Extension to Warm Springs Fremont

ACTIA 2



Project Sponsor:
Bay Area Rapid Transit District
(BART)

Project Contact:
Rebecca Kohlstrand,
ACTIA Project Coordinator
510.267.6123

Project Description:
The BART Extension to Warm Springs is a 5.4-mile extension of the existing Fremont line. A new station will be added at Warm Springs, with an optional station at Irvington. The EIR was certified in 1992. A Supplemental EIR, which includes the Warm Springs and Irvington Stations, is being prepared to address project revisions.

Project Status:

BART has Jones & Stokes under contract to prepare the Supplemental EIR. PBQ&D is under contract with BART to provide engineering services for the project through preparation of the Design/Build contract documents. The Project Development Team (PDT) has been meeting since June 2002. The Draft Supplemental EIR (DSEIR) was released in March 2003 with certification expected in June 2003. There have been no changes to horizontal corridor alignment, but the following changes to vertical alignment have been incorporated into the project since the previous approval in 1992: from aerial to subway in Fremont Central Park; from aerial to at-grade at Paseo Padre; from below grade to at-grade at the Irvington Station, and from aerial to at-grade at the Warm Springs station. A Project Specific Funding Agreement for Protective Right-of-way was approved by the ACTIA Board in March 2003.

Cost Estimate (02/03):

Project Dev.	\$39,100,000
Right-of-Way	\$86,000,000
Utilities	\$15,000,000
Construction	\$462,100,000
Construction	\$93,300,000
Total	\$695,500,000

Note: Costs for Irvington Station are included only through the Environmental Phase.

Measure B

\$212,500,000

Potential Leveraged Funds:

STIP - RIP	\$63,000,000
STIP - ITIP	\$42,000,000
TCRP	\$111,400,000
BART	\$11,700,000
RM1 Reserve	\$68,000,000
SamTrans	\$145,000,000
Other	\$41,900,000

\$695,500,000

Measure B Funds:

97/98 Expenditure Plan	\$165,500,000
Beginning Funds 02/03	\$188,571,000
Expended During 02/03	\$0
Ending Funds 02/03*	\$188,571,000

Strategic Plan Allocations

02/03	\$10,000,000
03/04	\$0

*Subject to Adjustment

Proposed Schedule:

	2002	2003	2004	2005	2006	2007	2008	2009
Environmental		6/03						
Design			5/04					
Vehicle Acquisition							7/01-5/08	
Design/Build		9/04					4/08	

BART Oakland Airport Connector

ACTIA 3

Project Sponsor:

Bay Area Rapid Transit District
(BART)

Project Contact:

Rebecca Kohlstrand,
ACTIA Project Coordinator
510.267.6123

Project Description:

The 3.2-mile Automated Guideway Transit (AGT) system will operate in an exclusive right-of-way along Hegenberger Road and will connect the BART Coliseum station to the Oakland International Airport. Two intermediate stations, funded through other sources, are proposed along the route. The total travel time between the stations will be 13.6 minutes.

Project Status:

The BART Board certified the FEIR and adopted the project on March 28, 2002. The Project Specific Funding Agreement was approved by the Board in May 2002 and amended in October 2002. ACTIA staff continues to work with BART, the CMA and the Port of Oakland to secure full funding for the project. In addition to ACTIA funds and \$10 million in State Interregional Transportation Improvement Program (ITIP) funds programmed for FY 03/04, BART will be requesting \$22 million in STIP funds in FY 03/04. The contract plans for the Design/Build contract are currently being prepared. A Request for Qualifications (RFQ) for the Design/Build contract was released in March 2003, after DBE outreach and industry review was completed. A Request for Proposal (RFP) is scheduled for release in Fall 2003 and the award of the Design/Build contract is anticipated for Spring 2004.



Cost Estimate (01/02):

Environmental	\$3,200,000
Project Dev.	\$9,700,000
Right-of-Way	\$10,200,000
Construction	\$209,100,000
	\$232,200,000

Measure B

\$76,300,000

Potential Leveraged Funds:

RM1 Reserve	\$31,200,000
Local Funds	\$37,000,000
Prop 42	\$27,700,000
STIP - RIP	\$38,000,000
STIP - ITIP	\$22,000,000
	\$232,200,000

Measure B Funds:

97/98 Expenditure Plan	\$65,800,000
Beginning Funds 02/03	\$74,973,000
Expended During 02/03	\$1,282,242
Ending Funds 02/03*	\$73,690,758

Strategic Plan Allocations

02/03	\$5,567,000
03/04	\$1,135,000
04/05	\$6,102,000
05/06	\$14,000,000

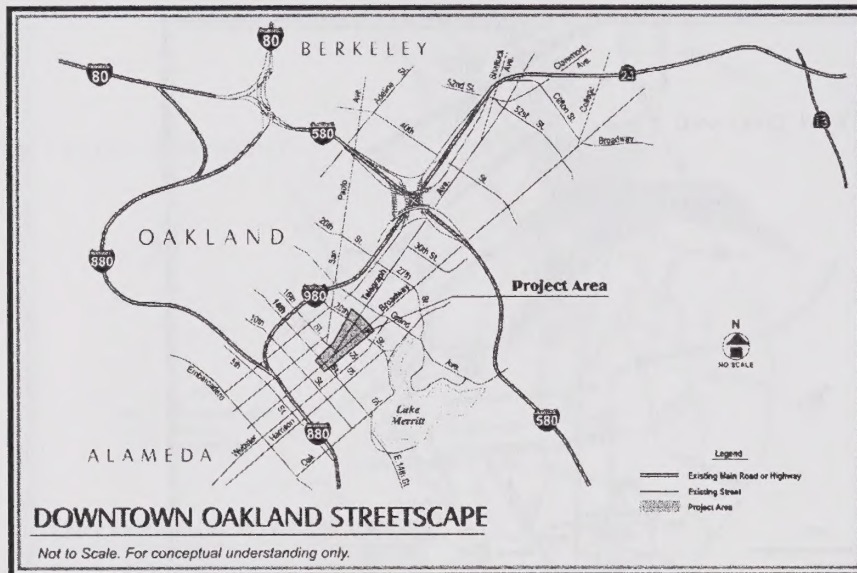
*Subject to Adjustment

Proposed Schedule:

	2002	2003	2004	2005	2006	2007	2008	2009
Environmental	♦ Completed March 28, 2002							
Design	9/99 - 9/03							
Right-of-Way	1/03		1/04					
Construction		2/04						7/08

Downtown Oakland Streetscape Improvements

ACTIA 4



Project Sponsor:
City of Oakland

Project Contact:
Eric Cordoba,
ACTIA Project Coordinator
925.671.5458

Project Description:
In the vicinity of Broadway, 14th Street and Telegraph Avenue in downtown Oakland, the project will:

- ♦ Integrate pedestrian, bicycle, bus, BART and taxi facilities; and
- ♦ Improve the streetscape.

Project Status:

The City of Oakland, the sponsor for this project, is conducting environmental evaluations. Construction is anticipated to begin in Summer 2003. This project includes several smaller projects that are in varying stages of environmental and design. Consequently, over the next few years some of these projects will be in design, while others will be in construction.

Cost Estimate (02/03):

Project Dev.	915,000
Construction	\$7,295,000
	\$8,210,000

Measure B

\$6,400,000

Potential Leveraged Funds:

Local	\$1,810,000
	\$8,210,000

Measure B Funds:

97/98 Expenditure Plan	\$5,000,000
Beginning Funds 02/03	\$5,697,000
Expended During 02/03	\$0
Ending Funds 02/03*	\$5,697,000

Strategic Plan Allocations

02/03	\$0
03/04	\$3,751,000
04/05	\$2,604,000

*Subject to Adjustment

Proposed Schedule:

	2001	2002	2003	2004	2005	2006	2007	2008
Design		6/02	—————	6/04				
Construction			7/03	—————	3/05			

BART Fruitvale Transit Village Oakland

ACTIA 5

Project Sponsors:

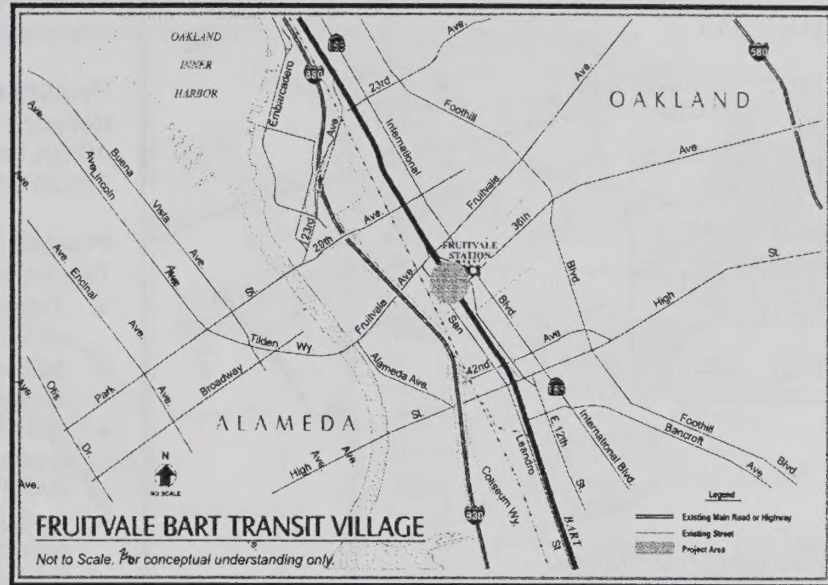
Bay Area Rapid Transit District (BART) and the City of Oakland

Project Contact:

Rebecca Kohlstrand,
ACTIA Project Coordinator
510.267.6123

Project Description:

The project includes construction of a five-story parking structure and surface parking at the Fruitvale BART station.



Project Status:

The Board approved the BART Master Project Funding and Project Specific Funding Agreements in February 2002 and the City of Oakland Master Funding Agreement and Project Specific Funding Agreement in March 2002. Construction of the surface parking component is complete and the City of Oakland has completed the Project Close-Out Report for the surface parking lot. Funds were reimbursed for the surface parking project in September 2002. In August, the BART Board approved the construction of a five-story parking garage and construction began in October 2002. The foundation work is nearing completion. The project is scheduled for completion by end of 2003.

Cost Estimate (02/03):

Parking Garage:	
Construction	\$11,750,000
	\$11,750,000

Surface Parking:	
Construction	\$335,200
	\$335,200

Measure B \$4,100,000

Potential Leveraged Funds:

STIP - RIP	\$7,650,000
	\$11,750,000

Measure B \$335,200

\$335,200

Measure B Funds:

97/98 Expenditure Plan	\$3,500,000
Beginning Funds 02/03**	\$4,435,000
Expended During 02/03	\$355,200
Ending Funds 02/03*	\$4,079,800

Strategic Plan Allocations

02/03	\$1,935,000
03/04	\$2,500,000

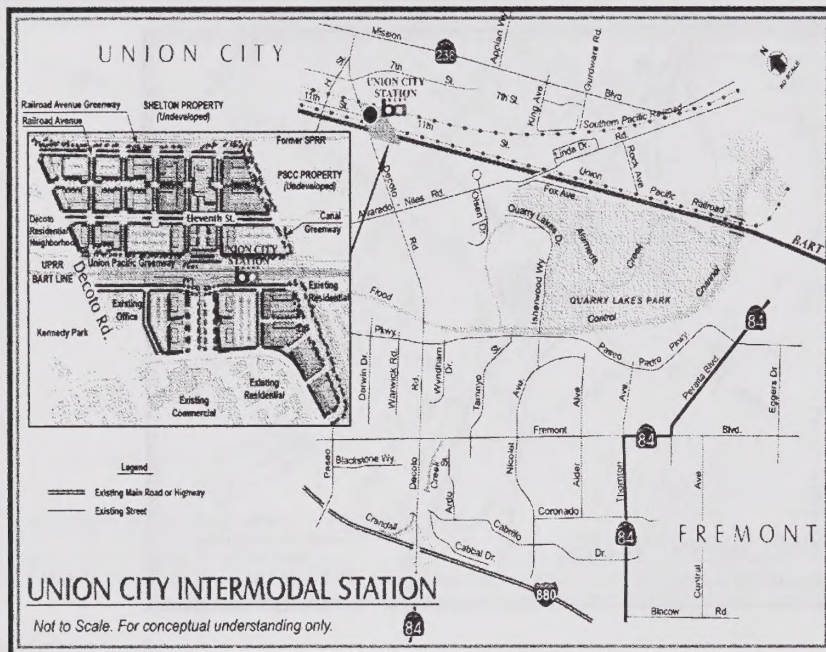
*Subject to Adjustment
** Per Agreement

Proposed Schedule:

	1997	1998	1999	2000	2001	2002	2003	2004
Environmental	6/97 - 5/98							
Design				10/01		4/02		
Right-of-Way		8/98			6/01			
Construction Surface Parking			6/00		6/01			
Construction Parking Garage					10/02			12/03

Union City Intermodal Station

ACTIA 6



Project Sponsor:
City of Union City

Project Contact:
Rebecca Kohlstrand,
ACTIA Project Coordinator
510.267.6123

Project Description:

The project includes:

- ◆ Transforming the existing one-sided BART Union City station to a two-sided station;
- ◆ Constructing pedestrian grade separations under BART and UPRR;
- ◆ Constructing a 19-bay bus transit facility;
- ◆ Constructing a perimeter loop road for vehicular and paratransit circulation; and
- ◆ Reconfiguring the BART parking lot.

Project Status:

Union City has obtained environmental clearance for the update of the Redevelopment Plan and General Plan around the station. Union City is in the design phase of the 11th Street Extension, which will be funded independently by local Redevelopment Funds, a new transit parking lot, the UPRR and BART pedestrian grade separations and the intermodal bus facility. They are also involved in a Capitol Corridor Passenger Rail Station Study. The Master Project Funding Agreement has been executed. Staff is waiting for Union City to resolve schedule changes so a Project Specific Funding Agreement can be completed. ACTIA staff is monitoring those portions of the Intermodal Station studies that are the most likely candidates for Measure B funding requests. Construction is expected to begin mid-2003.

Cost Estimate (00/01):*

Prelim. Eng.	\$1,019,000
PS&E	\$2,972,000
Right-of-Way	\$400,000
Utilities	\$137,000
Construction	\$25,937,000
Total	\$30,465,000

*Excluding 11th Street

Measure B

\$12,287,000

Potential Leveraged Funds*:

STIP - RIP	\$3,642,000
TCRP	\$2,000,000
FTA (AC Transit)	\$1,600,000
Local	\$10,936,000
Total	\$30,465,000

*Excluding 11th Street

Measure B Funds:

97/98 Expenditure Plan	\$9,200,000
Beginning Funds 02/03	\$10,482,000
Expended During 02/03	\$0
Ending Funds 02/03*	\$10,482,000

Strategic Plan Allocations

02/03	\$0
03/04	\$0

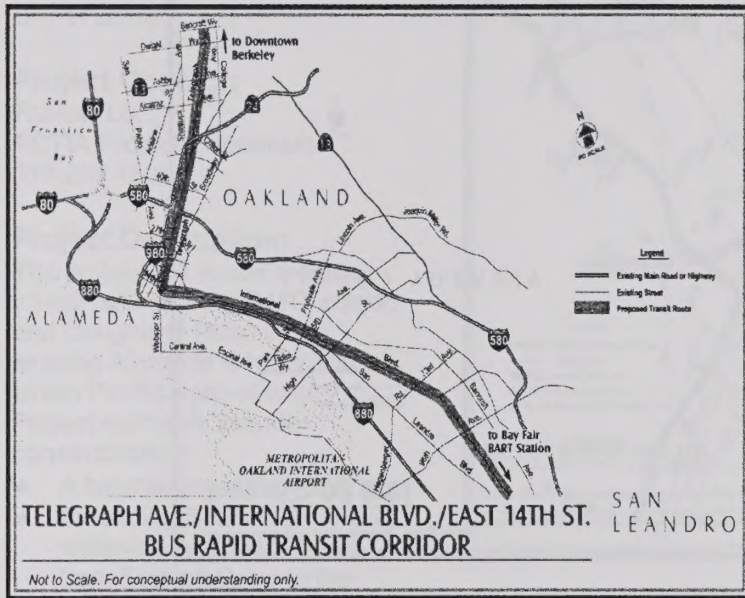
*Subject to Adjustment

Proposed Schedule:

	2000	2001	2002	2003	2004	2005	2006	2007
Environmental			Completed January 2002					
Design		7/01		6/03				
Right-of-Way			7/02	6/03				
Construction			7/03				7/05	

Telegraph Ave./International Blvd./ East 14th Street Bus Rapid Transit Berkeley/Oakland/San Leandro

ACTIA 7



Project Sponsor:

Alameda – Contra Costa Transit
District (AC Transit)

Project Contact:

Rebecca Kohlstrand,
ACTIA Project Coordinator
510.267.6123

Project Description:

The project includes provisions for Bus Rapid Transit service on Telegraph Avenue, Broadway, International Boulevard and East 14th Street connecting downtown Berkeley, the University of California, downtown Oakland, East Oakland and downtown San Leandro. Elements include:

- ◆ High capacity, low-floor articulated buses;
- ◆ Exclusive bus lanes;
- ◆ Stations and shelters; and
- ◆ Lighting and advancements in signalization.

Project Status:

AC Transit is pursuing two components of the project during the next year: obtaining a Categorical Exemption for traffic signalization work in the Telegraph Avenue/International Boulevard Corridor and preparing a scoping document for the environmental process for the overall project. The Board approved the Project Specific Funding Agreement for this project in June 2002. AC Transit began environmental studies in March 2003. Environmental clearance is anticipated in March 2005. The TAC and Steering Committee meetings will be initiated in April 2003. Four public scoping meetings are planned for Spring 2003. ACTIA will continue to assist AC Transit, as necessary, to secure funds for the remainder of the project.

Cost Estimate (97/98):

Project Dev.	\$1,000,000
Environmental	\$2,060,000
Design	\$8,000,000
Equip. Acquisition	\$30,760,000
Utilities	\$4,500,000
Construction	\$125,680,000
	\$172,000,000

Measure B

\$20,000,000

Potential Leveraged Funds:

STIP - RIP	\$17,000,000
Federal Discretionary	\$135,000,000
	\$172,000,000

Measure B Funds:

97/98 Expenditure Plan	\$20,000,000
Beginning Funds 02/03	\$22,788,000
Expended During 02/03	\$0
Ending Funds 02/03*	\$22,788,000

Strategic Plan Allocations

02/03	\$0
03/04	\$2,953,000

*Subject to Adjustment

Proposed Schedule:

	2002	2003	2004	2005	2006	2007	2008	2009
Environmental	3/03			3/05				
Design			4/05		6/06			
Construction				7/06			7/08	

I-680 Express Lane Improvements Route 84 to Santa Clara County

ACTIA 8

Project Sponsors:

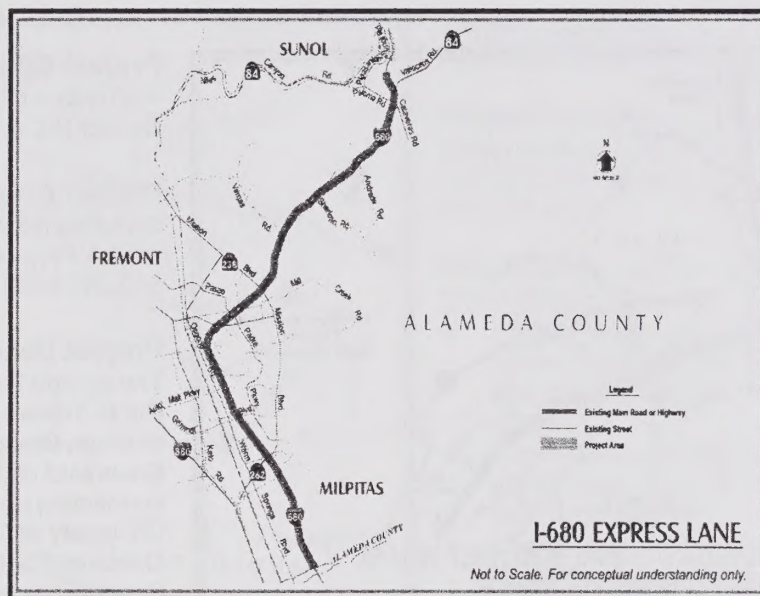
Caltrans and Alameda
County Congestion
Management Agency (CMA)

Project Contact:

Eric Cordoba,
ACTIA Project Coordinator
925.671.5458

Project Description:

The project would construct improvements to provide express lanes along I-680 from Route 84 to Santa Clara County. Express lanes would allow carpools to travel free of charge and would charge a toll for low occupancy vehicles to use the excess capacity in the Express Lanes.



Project Status:

The Express Lane Project is coupled with the I-680 High Occupancy Vehicle (HOV) Lane Project. The Express Lane project will be further defined after the southbound I-680 HOV Lane Project is open for use, and the CMA's Value Pricing Study has evaluated the operational feasibility of express lanes in this corridor. The CMA's Value Pricing Study is being prepared. Draft recommendations are currently being evaluated by Caltrans. A final report should be available in late Spring 2003. In addition to determining if excess capacity is available in the existing HOV lane, access, ingress/egress, and operational issues will also be evaluated.

Cost Estimate (01/02)*:

Project Dev.	\$11,800,000
Right-of-Way	\$600,000
Construction	\$142,100,000
	\$154,500,000

Measure B

\$33,100,000

Potential Leveraged Funds:

STIP - RIP	\$7,200,000
STIP - ITIP	\$45,700,000
TCRP	\$60,000,000
Other	\$8,500,000

\$154,500,000

Measure B Funds:

97/98 Expenditure Plan	\$25,800,000
Beginning Funds 02/03	\$29,397,000
Expended During 02/03	\$0
Ending Funds 02/03*	\$29,397,000

Strategic Plan Allocations

02/03	\$0
03/04	\$13,000

*Subject to Adjustment

*Cost and funding include the I-680 HOV Lane Project and the Express Lanes Project.

Proposed Schedule:

	2001	2002	2003	2004	2005	2006	2007	2008
Design		1/03		6/04				
Right-of-Way		3/03		6/04				
Construction			7/04					10/07

Iron Horse Bicycle, Pedestrian, and Transit Route Dublin

ACTIA 9

Project Sponsor:

City of Dublin

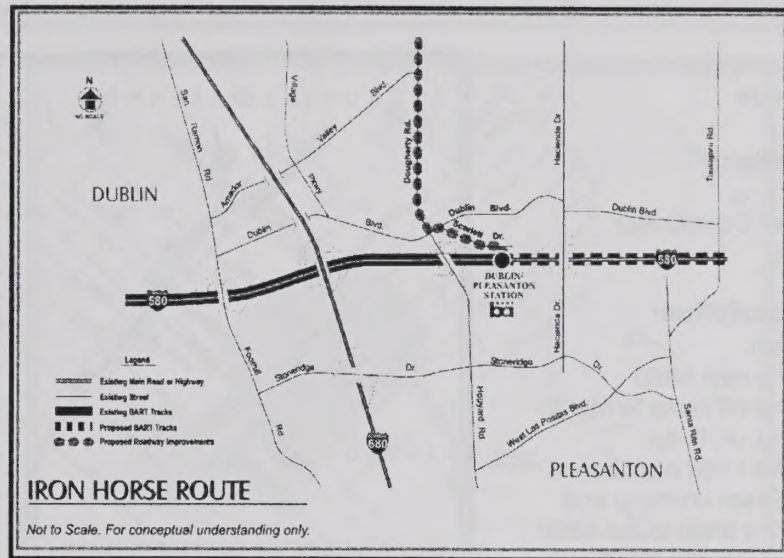
Project Contact:

Francis Lo,
ACTIA Project Coordinator
510.267.1800

Project Description:

The project will accommodate transit between the BART station and Dougherty Road in the existing Alameda County and Union Pacific right-of-way. Project elements include construction of:

- ◆ A bicycle/pedestrian trail; and
- ◆ Extending Scarlett Drive and widening Dougherty Road from Scarlett Drive to the northern City limit to accommodate bus transit.



Project Status:

The City of Dublin will initiate this project in fiscal year 2003/2004, with construction anticipated in fiscal year 2005/2006. The scope and the schedule of this project are not yet determined. The City of Dublin intends to use City funds to pay for a study to determine the scope of the project, which they anticipate to be performed in fiscal year 2003/2004. Measure B funds will be used for right-of-way and construction activities. The City approved the Master Project Funding Agreement in September 2002.

Cost Estimate (05/06):

Project Dev.	\$600,000
Right-of-Way	\$2,700,000
Construction	\$3,700,000
	\$7,000,000

Measure B

\$6,500,000

Potential Leveraged Funds:

Local	\$500,000
	\$7,000,000

Measure B Funds:

97/98 Expenditure Plan	\$4,500,000
Beginning Funds 02/03	\$5,127,000
Expended During 02/03	\$0
Ending Funds 02/03*	\$5,127,000

Strategic Plan Allocations

02/03	\$0
03/04	\$0

*Subject to Adjustment

Proposed Schedule:

	2001	2002	2003	2004	2005	2006	2007	2008
Environmental			7/03	10/04				
Design			1/04		10/05			
Right-of-Way				11/04	10/05			
Construction					10/05	10/06		

I-880 / Broadway – Jackson Street Interchange Phase 1 Oakland

ACTIA 10A

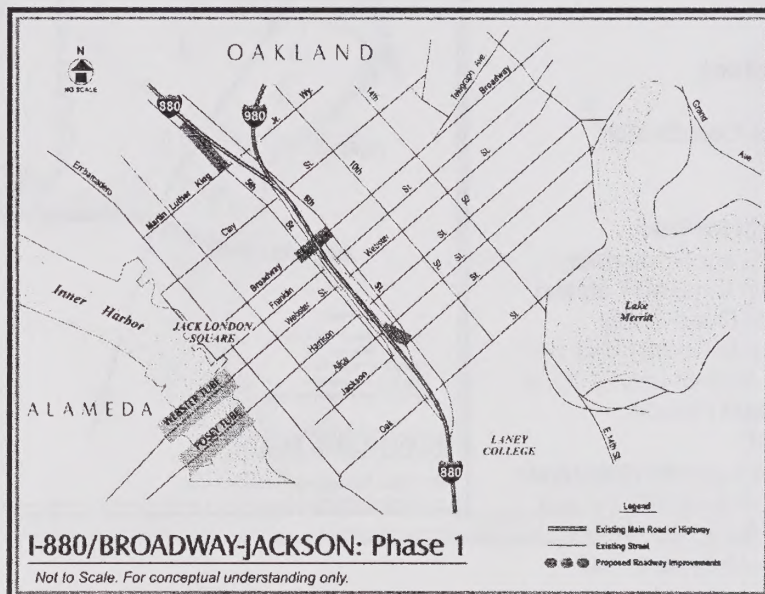
Project Sponsor:
City of Alameda

Project Contact:
Francis Lo,
ACTIA Project Coordinator
510.267.1800

Project Description:

The project will:

- ◆ Construct a new I-880 southbound off-ramp to Martin Luther King, Jr. Way;
- ◆ Improve the I-880 northbound Jackson Street on-ramp and eliminate the braid to the I-880 northbound Broadway off-ramp;
- ◆ Improve the existing Traffic Operation System at the Posey and Webster tubes, I-880 and I-980;
- ◆ Construct dual southbound left turn lanes on Broadway between 5th and 6th Streets; and
- ◆ Improve directional signage throughout.



Project Status:

ACTIA staff has met numerous times with the Cities of Oakland and Alameda (the ACTIA Project Sponsor), CMA and Caltrans on this project. At this time, there are possibly two phases to this project. Phase I, which includes the five project elements of ACTIA 10A, is in the Project Report/Environmental Document phase and Caltrans is preparing the documents. Caltrans anticipates approval of the Environmental Document in Spring 2003. Upon approval of the Environmental Document, Caltrans will begin the design of the project with the goal of commencing construction in Summer 2005.

Cost Estimate (01/02):

Project Dev.	\$2,600,000
Right-of-Way	\$100,000
Construction	\$26,000,000
	\$28,700,000

Measure B

\$5,100,000

Potential Leveraged Funds:

STIP - RIP	\$6,223,000
Other	\$17,377,000
	\$28,700,000

Measure B Funds:

97/98 Expenditure Plan	\$4,000,000
Beginning Funds 02/03	\$4,558,000
Expended During 02/03	\$0
Ending Funds 02/03*	\$4,558,000

Strategic Plan Allocations

02/03	\$0
03/04	\$0

*Subject to Adjustment

Proposed Schedule:

	2001	2002	2003	2004	2005	2006	2007	2008
Environmental			3/03					
Design		3/03		5/04				
Right-of-Way			12/03	5/04				
Construction				6/05			6/07	

I-880 / Broadway – Jackson Street Interchange Phase 2 Oakland

ACTIA 10B

Project Sponsor:

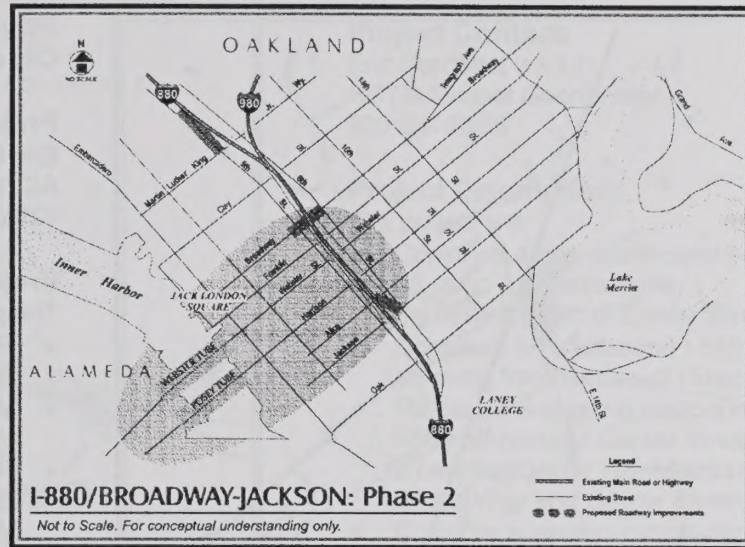
City of Alameda

Project Contact:

Francis Lo,
ACTIA Project Coordinator
510.267.1800

Project Description:

The City is pursuing improved connections between I-880 and the Posey and Webster tubes.



Project Status:

Phase II, ACTIA 10B, includes improved connections between the Webster/Posey tubes and I-880. A work plan for a consultant-managed scoping study to define the project has been discussed between the stakeholders, including the City of Alameda, City of Oakland, Alameda County Congestion Management Agency, Caltrans and ACTIA. \$200,000 of Measure B funds is programmed for the scoping study. A Project Specific Funding Letter Agreement has been executed between ACTIA and the City of Alameda.

Cost Estimate (01/02):

Project Scoping	\$200,000
Project Dev.	TBD
Right-of-Way	TBD
Construction	TBD
	TBD

Measure B

\$2,000,000

Potential Leveraged Funds:

\$2,000,000

Measure B Funds:

97/98 Expenditure Plan	\$2,000,000
Beginning Funds 02/03	\$2,279,000
Expended During 02/03	\$0
Ending Funds 02/03*	\$2,279,000

Strategic Plan Allocations

02/03	\$200,000
03/04	\$300,000
04/05	\$600,000

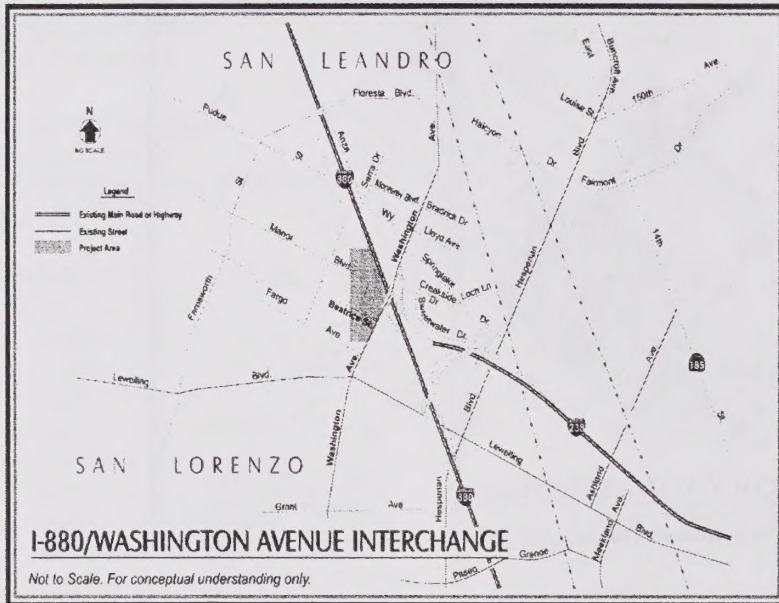
*Subject to Adjustment

Proposed Schedule:

	2001	2002	2003	2004	2005	2006	2007	2008
Scoping Study		3/03	—	3/04				
Design – TBD								
Right-of-Way – TBD								
Construction - TBD								

I-880/Washington Avenue Interchange San Leandro

ACTIA 11



Project Sponsor:
City of San Leandro

Project Contact:
Eric Cordoba,
ACTIA Project Coordinator
925.671.5458

Project Description:
The project will:

- ◆ Provide local improvements to Beatrice Street;
- ◆ Widen southbound I-880/ Washington Avenue ramps; and
- ◆ Reconstruct the intersection of the southbound off-ramps with Washington Avenue.

Project Status:

Caltrans had been working with San Leandro staff to develop project alternatives. Public concern regarding access restrictions requires a reevaluation of alternatives developed to date. This project was included in the Caltrans SHOPP (State Highway Operation and Protection Program) for approximately \$873,000; however Caltrans has deprogrammed the State funding from the SHOPP until a project alternative is defined that is acceptable to all parties. The City of San Leandro is currently developing other alternatives for the interchange that would provide the needed improvements at Beatrice Street and also be consistent with the community's needs. The City has retained a consultant and anticipates alternatives for review in April 2003.

Cost Estimate (01/02):

Project Dev.	\$400,000
Construction	\$1,000,000
	\$1,400,000

Measure B

\$1,400,000

Potential Leveraged Funds:

\$1,400,000

Measure B Funds:

97/98 Expenditure Plan	\$1,100,000
Beginning Funds 02/03	\$1,253,000
Expended During 02/03	\$0
Ending Funds 02/03*	\$1,253,000

Strategic Plan Allocations

02/03	\$90,000
03/04	\$195,000

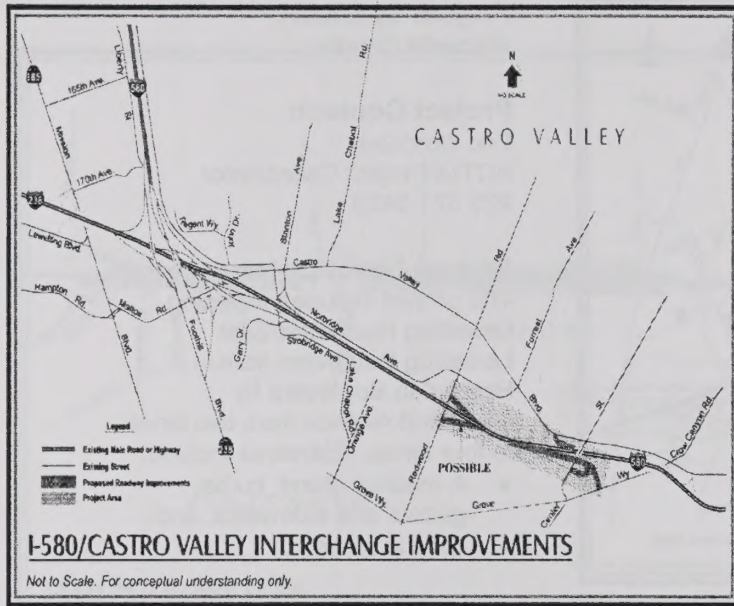
*Subject to Adjustment

Proposed Schedule:

	2001	2002	2003	2004	2005	2006	2007	2008
Scoping/Environmental			5/03					
Design		6/03		6/04				
Construction			7/04			7/05		

I-580 Interchange Improvements Castro Valley

ACTIA 12



Project Sponsor: Alameda County

Project Contact:

Eric Cordoba,
ACTIA Project Coordinator
925.671.5458

Project Description:

The project will:

- ◆ Construct a new westbound I-580 off-ramp to Castro Valley Boulevard (west of Center Street);
- ◆ Construct an eastbound I-580 on-ramp from Redwood Road;
- ◆ Replace the existing eastbound I-580 off-ramp to Center Street with a new eastbound off-ramp to both Grove Way and Center Street; and
- ◆ Consider a westbound off-ramp to Redwood Road.

Project Status:

ACTIA has retained a consultant to provide preliminary engineering and environmental studies for the project. The Master Project Funding Agreement is approved. A Project Specific Funding Agreement, covering scoping activities, was approved by the Board in October 2002. Project development work is continuing. The consultant team is currently preparing preliminary engineering documents with the intent to have a Caltrans Project Study Report approved by October 2003. As a result of the Route 238 Corridor Improvements Project (MB 238) consensus building process, this project includes a westbound I-580 off-ramp to Redwood Road as part of the alternative analysis process. ACTIA staff is coordinating with Caltrans on the Cooperative Agreement covering development activities.

Cost Estimate (01/02):

Project Dev.	\$1,700,000
Right-of-Way	\$500,000
Construction	\$10,900,000
	\$13,100,000

Measure B

\$13,100,000

Potential Leveraged Funds:

\$13,100,000

Measure B Funds:

97/98 Expenditure Plan	\$9,200,000
Beginning Funds 02/03	\$10,482,000
Expended During 02/03	\$363,529
Ending Funds 02/03*	\$10,118,471

Strategic Plan Allocations

02/03	\$480,000
03/04	\$385,000
04/05	\$700,000

*Subject to Adjustment

Proposed Schedule:

	2002	2003	2004	2005	2006	2007	2008	2009
PSR	8/02		10/03					
Environmental				8/02 - 3/05				
Design			3/05		6/06			
Right-of-way			3/05		6/06			
Construction					1/07		7/08	

Lewelling Boulevard/East Lewelling Boulevard Widening Alameda County

ACTIA 13



Project Sponsor:
Alameda County

Project Contact:
Eric Cordoba,
ACTIA Project Coordinator
925.671.5458

Project Description:
The project includes widening Lewelling Boulevard/East Lewelling Boulevard from Hesperian Boulevard to Meekland Avenue from two lanes to four lanes. Elements include:

- ◆ A median island, curbs, gutters and sidewalks; and
- ◆ Bicycle lanes.

Project Status:

Alameda County is leading the effort for this project, and is currently preparing the base mapping and developing a plan line study. Alameda County has retained a consultant team to assist with conceptual engineering, traffic operations analysis, and public involvement. Traffic counts have been obtained and alternative concepts are currently being finalized. Alternatives will be available for review in May 2003. The Project Specific Funding Agreement has been executed. This project is part of a larger planned project to widen East Lewelling Boulevard to East 14th Street.

Cost Estimate (01/02):

Project Dev.	\$2,000,000
Construction	\$10,600,000
	\$12,600,000

Measure B

\$12,600,000

Potential Leveraged Funds:

\$12,600,000

Measure B Funds:

97/98 Expenditure Plan	\$9,800,000
Beginning Funds 02/03	\$11,166,000
Expended During 02/03	\$0
Ending Funds 02/03*	\$11,166,000

Strategic Plan Allocations

02/03	\$800,000
03/04	\$500,000

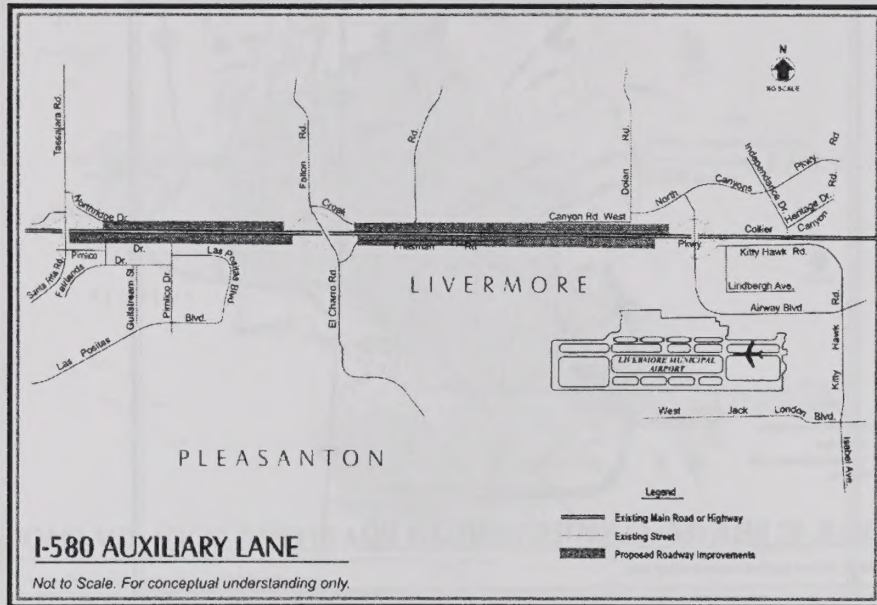
*Subject to Adjustment

Proposed Schedule:

	2002	2003	2004	2005	2006	2007	2008	2009
Environmental		8/03		4/05				
Design			5/05					12/08
Right-of-Way			4/05			7/07		
Construction						1/09 – 6/10		

I-580 Auxiliary Lane Santa Rita Road to Airway Boulevard Dublin, Pleasanton, and Livermore

ACTIA 14



Project Sponsor:

Caltrans

Project Contact:

Francis Lo,
ACTIA Project Coordinator
510.267.1800

Project Description:

The project will construct a series of auxiliary lanes along I-580 between Santa Rita Road/Tassajara Road, El Charro Road/Fallon Road, and Airway Boulevard interchanges.

Project Status:

The CMA is partnering with Caltrans to prepare the environmental document for the I-580 HOV Lane Project. The scope of the I-580 HOV Lane Project includes ACTIA's I-580 Auxiliary Lane and the proposed I-580 Long Life Pavement projects. The CMA initiated the environmental study and staff is actively monitoring the progress of this study.

Cost Estimate (02/03):

Construction	\$10,000,000
	\$10,000,000

*For I-580 Auxiliary Lanes only

Measure B

\$10,000,000

Potential Leveraged Funds:

\$10,000,000

Measure B Funds:

97/98 Expenditure Plan	\$10,000,000
Beginning Funds 02/03	\$11,394,000
Expended During 02/03	\$0
Ending Funds 02/03*	\$11,394,000

Strategic Plan Allocations

02/03	\$0
03/04	\$684,000
04/05	\$900,000

*Subject to Adjustment

Proposed Schedule:

	2000	2001	2002	2003	2004	2005	2006	2007
Environmental	6/01					9/04		
Design				1/04				12/06
Right-of-Way						10/05		12/06
Construction							4/07 – 9/09	

I-880/State Route 92 Reliever Route Clawiter Road/Whitesell Street Interchange Hayward

ACTIA 15

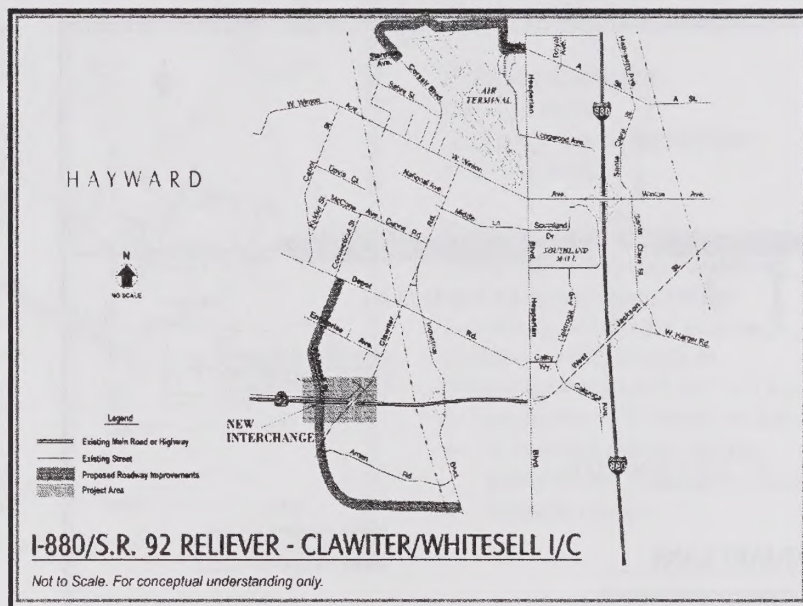
Project Sponsor:
City of Hayward

Project Contact:
Eric Cordoba,
ACTIA Project Coordinator
925.671.5458

Project Description:

The project will:

- ◆ Construct a new interchange on Route 92 at Clawiter Road/Whitesell Street;
- ◆ Extend West A Street from Hesperian Boulevard to Corsair Boulevard; and
- ◆ Extend Whitesell Street from Depot Road to Enterprise Avenue.



Project Status:

The City of Hayward is the Project Sponsor for this project. A Caltrans Project Study Report (PSR) was approved on March 17, 1992. The City performed some preliminary engineering and environmental studies after approval of the PSR, but the efforts were eventually suspended. The City has executed the Master Project Funding Agreement. The City will resume the environmental studies and preliminary engineering in 2003, assuming other project funding sources are established.

Cost Estimate (01/02):

Project Dev.	\$7,000,000
Right-of-Way	\$10,500,000
Construction	\$47,300,000
	\$64,800,000

Measure B

\$25,000,000

Potential Leveraged Funds:

Local	\$39,800,000
	\$64,800,000

Measure B Funds:

97/98 Expenditure Plan	\$19,500,000
Beginning Funds 02/03	\$22,218,000
Expended During 02/03	\$0
Ending Funds 02/03*	\$22,218,000

Strategic Plan Allocations

02/03	\$0
03/04	\$800,000

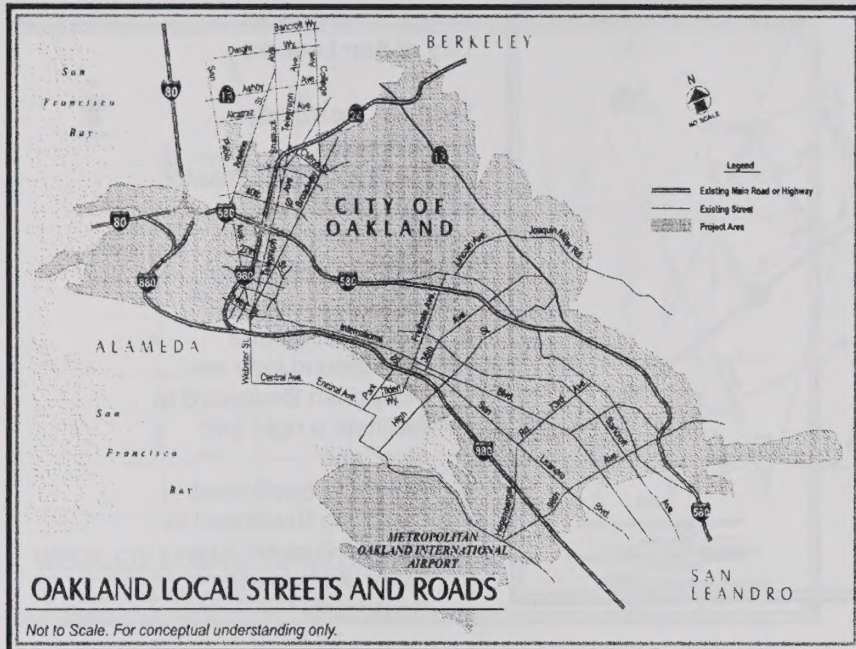
*Subject to Adjustment

Proposed Schedule:

	2003	2004	2005	2006	2007	2008	2009	2010
Environmental	6/03 - 6/05							
Design		6/05	10/07					
Right-of-Way		6/05	4/07					
Construction				10/07	7/09			

Oakland Local Streets and Roads

ACTIA 16



Project Sponsor:
City of Oakland

Project Contact:
Eric Cordoba,
ACTIA Project Coordinator
925.671.5458

Project Description:
The project is part of the City resurfacing/ rehabilitation program and will include:

- ◆ Base repair, key-cut milling, overlay;
- ◆ Curb cuts for pedestrian ramps;
- ◆ Removal and replacement of sidewalks and curbs;
- ◆ Traffic signing and striping; and
- ◆ Other resurfacing and rehabilitation as funds are available.

Project Status:

The City of Oakland anticipates using ACTIA funds for street resurfacing in fiscal year 2002/2003 through 2004/2005.

Cost Estimate (01/02): Measure B \$5,100,000

Project Dev.	N/A
Construction	\$5,100,000
	\$5,100,000

Potential Leveraged Funds:

\$5,100,000

Measure B Funds:

97/98 Expenditure Plan	\$4,000,000
Beginning Funds 02/03**	\$5,278,000
Expended During 02/03	\$0
Ending Funds 02/03*	\$5,278,000

Strategic Plan Allocations

02/03	\$1,600,000
03/04	\$3,678,000

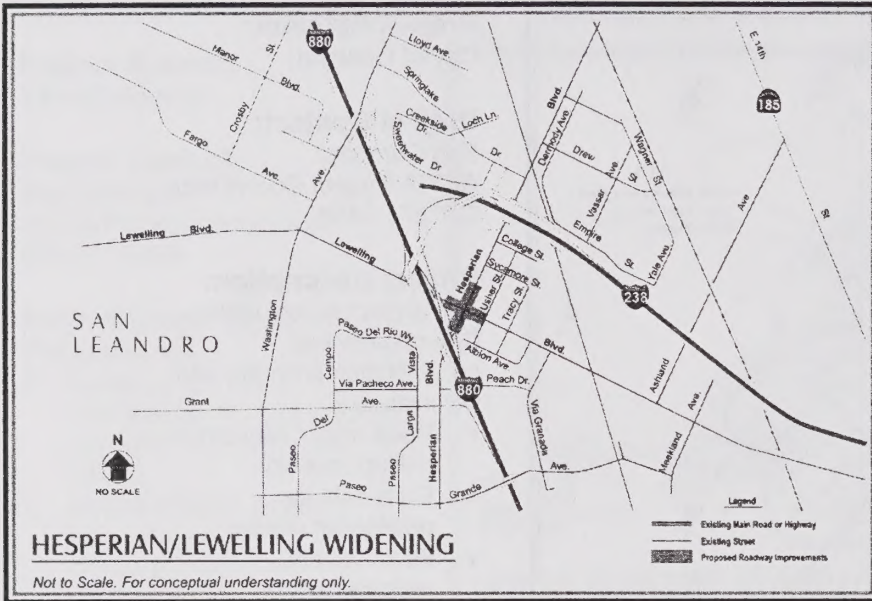
*Subject to Adjustment
** Per Agreement

Proposed Schedule:

	2001	2002	2003	2004	2005	2006	2007	2008
Design	9/01		10/02					
Construction		5/03			12/04			

Hesperian Boulevard/Lewelling Boulevard Widening San Leandro

ACTIA 17



Project Sponsor:
City of San Leandro

Project Contact:
Eric Cordoba,
ACTIA Project Coordinator
925.671.5458

Project Description:
The project will include:

- ♦ Constructing one southbound lane on Hesperian Boulevard to facilitate a right turn lane; and
- ♦ Re-stripe eastbound Lewelling Boulevard to provide dual left turn lanes at Hesperian Boulevard.

Project Status:

The City of San Leandro is currently performing environmental analysis, right-of-way acquisition and final design for this project. The City approved the Master Funding Agreement on July 1, 2002. The Project Specific Funding Agreement was approved by the Board in October 2002. Environmental analysis documentation is being completed. Right-of-way acquisition is ongoing. Final Design has started.

Cost Estimate (00/01):

Project Dev.	\$81,000
Right-of-Way	\$226,000
Construction	\$924,000
	\$1,231,000

Measure B **\$1,160,000**

Potential Leveraged Funds:

Local	\$71,000
	\$1,231,000

Measure B Funds:

97/98 Expenditure Plan	\$1,000,000
Beginning Funds 02/03	\$1,139,000
Expended During 02/03	\$0
Ending Funds 02/03*	\$1,139,000

Strategic Plan Allocations

02/03	\$336,000
03/04	\$835,000

*Subject to Adjustment

Proposed Schedule:

	2001	2002	2003	2004	2005	2006	2007	2008
Environmental		7/02	3/03					
Design		3/03		10/03				
Right-of-Way		10/02		9/03				
Construction			1/04		1/05			

Westgate Parkway Extension to Williams Street San Leandro

ACTIA 18



Project Sponsor:
City of San Leandro

Project Contact:
Eric Cordoba,
ACTIA Project Coordinator
925.671.5458

Project Description:

The project will:

- ◆ Extend Westgate Parkway from Davis Street to Williams Street along the edge of the Westgate Shopping Center; and
- ◆ Timothy Drive within the Westgate Shopping Area will be eliminated and returned to parking.

Project Status:

The City of San Leandro approved the Master Funding Agreement on July 1, 2002. The Project Specific Funding Agreement was approved by the Board in October 2002. The City has just retained a consultant team to start detailed engineering in early 2003. Right-of-way acquisition activities are ongoing.

Cost Estimate (02/03):

Project Dev.	\$1,450,000
Right-of-Way	\$1,070,000
Construction	\$7,330,000
Total	\$9,850,000

Measure B

\$9,850,000

Potential Leveraged Funds:

\$9,850,000

Measure B Funds:

97/98 Expenditure Plan	\$8,610,000
Beginning Funds 02/03	\$9,810,000
Expended During 02/03	\$0
Ending Funds 02/03*	\$9,810,000

Strategic Plan Allocations

02/03	\$2,018,000
03/04	\$532,000

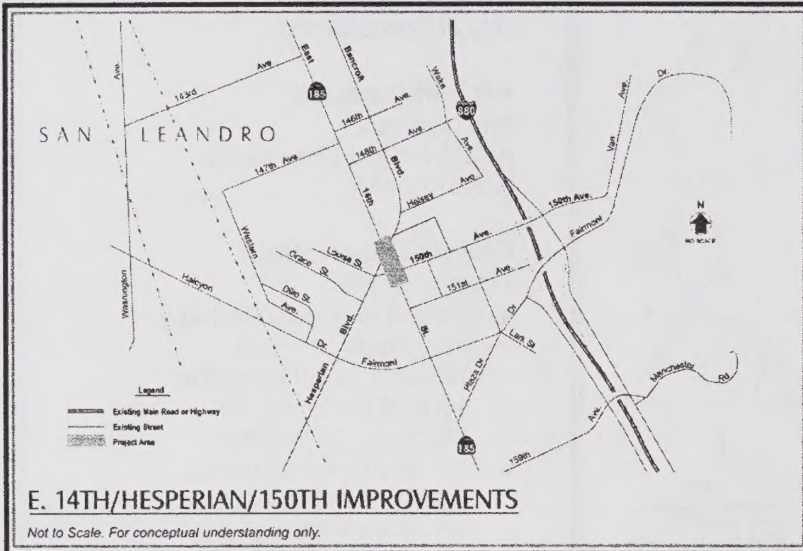
*Subject to Adjustment

Proposed Schedule:

	2000	2001	2002	2003	2004	2005	2006	2007
Environmental			1/03	1/04				
Design			5/03	6/04				
Right-of-Way		4/02	10/03					
Construction			7/04	4/06				

East 14th Street/Hesperian Boulevard/ 150th Street Improvements San Leandro

ACTIA 19



Project Sponsor:
City of San Leandro

Project Contact:
Eric Cordoba,
ACTIA Project Coordinator
925.671.5458

Project Description:

The project will include construction of:

- ◆ An additional northbound lane on Hesperian Boulevard at East 14th Street;
- ◆ A dual northbound left turn lane at East 14th Street;
- ◆ A southbound left turn lane on Bancroft Avenue at East 14th Street; and
- ◆ A northbound left turn lane on East 14th Street at Hesperian Boulevard.

Project Status:

The City of San Leandro is continuing to perform initial planning and engineering on this project. The City approved the Master Funding Agreement on July 1, 2002. The City's consultant is preparing traffic operation studies, alternative conceptual engineering concepts and cost estimates.

Cost Estimate (02/03):

Project Dev.	\$321,000
Right-of-Way	\$781,000
Construction	\$740,000
	\$1,842,000

Measure B

\$1,066,000

Potential Leveraged Funds:

Local	\$776,000
	\$1,842,000

Measure B Funds:

97/98 Expenditure Plan	\$830,000
Beginning Funds 02/03**	\$995,000
Expended During 02/03	\$0
Ending Funds 02/03*	\$995,000

Strategic Plan Allocations

02/03	\$177,000
03/04	\$332,000
04/05	\$486,000

*Subject to Adjustment

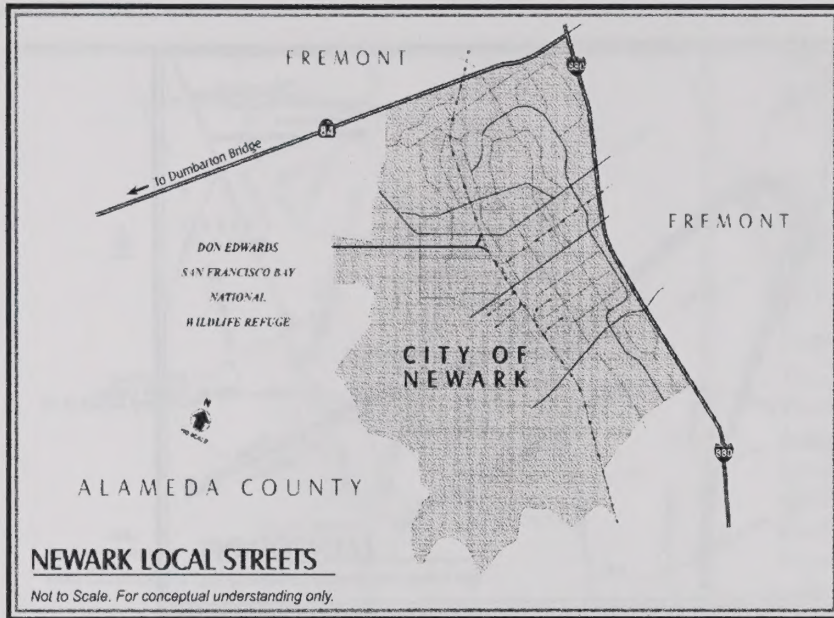
**Per Agreement

Proposed Schedule:

	2001	2002	2003	2004	2005	2006	2007	2008
Design		10/02		12/03				
Right-of-Way		3/03		12/03				
Construction			4/04			10/05		

Newark Local Streets

ACTIA 20



Project Sponsor:

City of Newark

Project Contact:

Michele Bellows,
ACTIA Project Coordinator
510.267.6114

Project Description:

The project is part of the City resurfacing/rehabilitation program and will include base repair and overlay on existing streets in Newark.

Project Status:

The City of Newark anticipates using ACTIA funds for roadway improvements and maintenance in fiscal years 2002/2003 and 2003/2004. A Project Specific Funding Agreement with Newark has been executed.

Cost Estimate (02/03): **Measure B** **\$1,540,000**

Construction \$5,511,000
\$5,511,000

Potential Leveraged Funds:

Local \$3,971,000
\$5,511,000

Measure B Funds:

97/98 Expenditure Plan \$1,200,000
Beginning Funds 02/03 \$1,367,000
Expended During 02/03 \$0
Ending Funds 02/03* \$1,367,000

Strategic Plan Allocations

02/03 \$0
03/04 \$1,422,000

*Subject to Adjustment

Proposed Schedule:

	2001	2002	2003	2004	2005	2006	2007	2008
Design		11/02	3/03					
Construction		6/03	10/03					

I-238 Widening San Leandro and Unincorporated Alameda County

ACTIA 21

Project Sponsors:

Caltrans, Alameda County
Congestion Management Agency

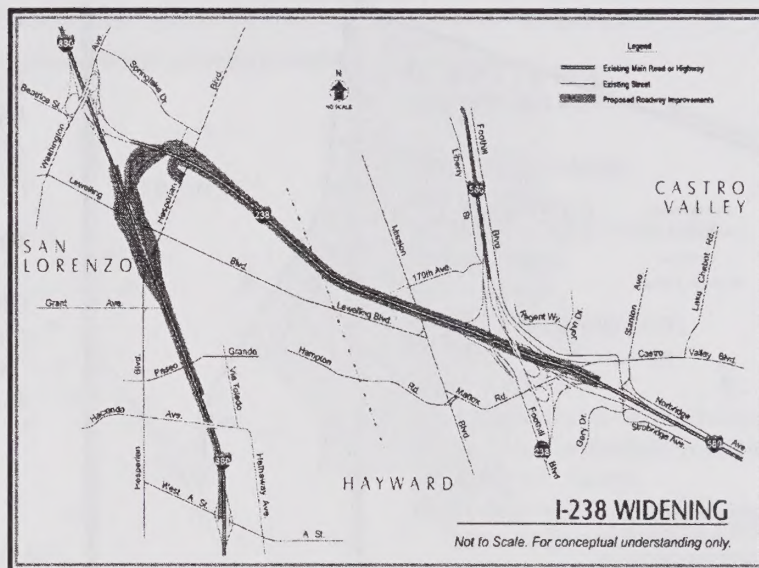
Project Contact:

Michele Bellows,
ACTIA Project Coordinator
510.267.6114

Project Description:

The project will:

- ◆ Reconstruct and widen I-238 between I-580 and I-880 from four to six lanes;
- ◆ Add auxiliary lanes between local access interchanges on I-238 between I-580 and I-880, on northbound I-880 from Hacienda Avenue to I-238, and on southbound I-880 from I-238 to A Street; and
- ◆ Reconstruct the northbound I-880 to southbound I-238 connector.



Project Status:

Caltrans is performing the preliminary engineering and preparing the environmental document, which is anticipated to be certified in Spring 2004. Parsons Brinkerhoff Quade & Douglas has been providing design services for this project since the Board approved their contract in January 2002. Longer Life Pavement will be included in the project. The first order of the design contract was to conduct a cost saving workshop to define project elements within the existing funding constraints. The initial design submittal (35%) was submitted to Caltrans in February 2003.

Cost Estimate (02/03):

Project Dev.	\$13,200,000
Right-of-Way	\$2,470,000
Construction	\$140,316,000
	\$155,986,000

Measure B

\$91,680,000

Potential Leveraged Funds:

STIP - RIP	\$35,050,000
SHOPP	\$29,256,000
	\$155,986,000

Measure B Funds:

97/98 Expenditure Plan	\$66,000,000
Beginning Funds 02/03	\$75,200,000
Expended During 02/03	\$4,513,389
Ending Funds 02/03*	\$70,686,611

Strategic Plan Allocations

02/03	\$4,500,000
03/04	\$6,754,000
04/05	\$3,500,000

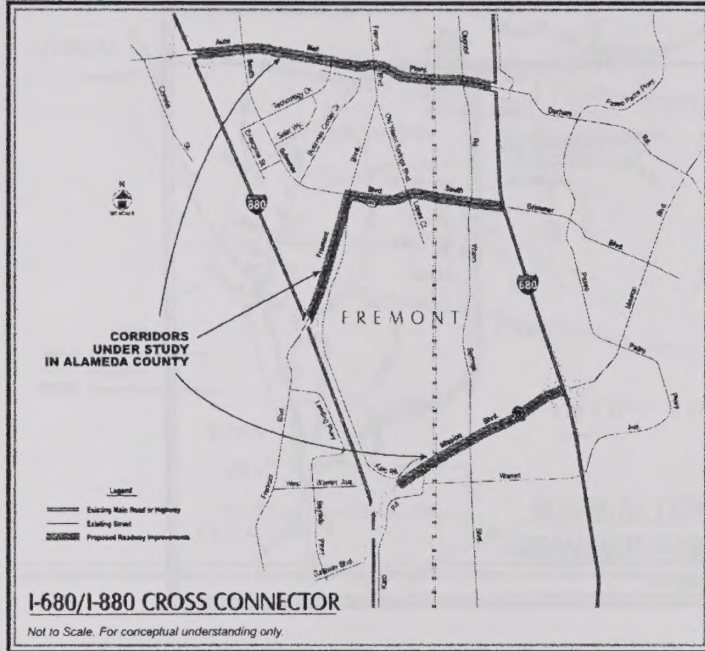
*Subject to Adjustment

Proposed Schedule:

	1999	2000	2001	2002	2003	2004	2005	2006
Environmental	6/98 - 4/04							
Design			1/02	7/04				
Right-of-Way					4/04		10/04	
Construction					7/05 - 6/08			

I-680/I-880 Cross Connector Studies Fremont

ACTIA 22



Project Sponsors:

Caltrans and Santa Clara Valley
Transportation Authority (VTA)

Project Contact:

Michele Bellows
ACTIA Project Coordinator
510.267.6114

Project Description:

The project will complete an alternatives investigation including environmental research and preliminary engineering support for corridor alternatives between I-680 and I-880. Improvements include road modifications, intersection specific improvements and traffic system management improvements. The six corridors under study are:

- ◆ In Alameda County (Fremont) - Automall Parkway, Grimmer Boulevard/Fremont Boulevard, and Mission Boulevard (Route 262); and
- ◆ In Santa Clara County (Milpitas) - Scott Creek Road/Dixon Landing Road; Calaveras Boulevard; and Montague Expressway.

Project Status:

The consultant team hired by VTA facilitated a brainstorming session with the project stakeholders in July 2001 to develop an assortment of alternatives to be investigated as potential I-680/I-880 cross connections. The recommended project provides two cross-connectors, one each in Fremont and Milpitas. The traffic model calibration has been completed and the first round of alternatives analysis has been completed. A second round of alternatives analysis, refining the first round, is underway. The administrative draft of the Concept Report is anticipated for stakeholders review in June 2003, with a public meeting to follow. The final Concept Report is scheduled to be complete by late Summer 2003.

Cost Estimate (02/03):

Project Dev.	TBD
Construction	TBD
	\$2,000,000

Measure B

\$500,000

Potential Leveraged Funds:

SCVTA	\$500,000
TCRP	\$1,000,000
	\$2,000,000

Measure B Funds:

97/98 Expenditure Plan	\$1,000,000
Beginning Funds 02/03	\$1,139,000
Expended During 02/03	\$0
Ending Funds 02/03*	\$1,139,000

Strategic Plan Allocations

02/03	\$500,000
03/04	\$0

*Subject to Adjustment

Proposed Schedule:

	2000	2001	2002	2003	2004	2005	2006	2007
Project Development	4/01			9/03				
Design - TBD								
Construction - TBD								

Isabel Avenue - Route 84/I-580 Interchange Livermore

ACTIA 23

Project Sponsor:

City of Livermore

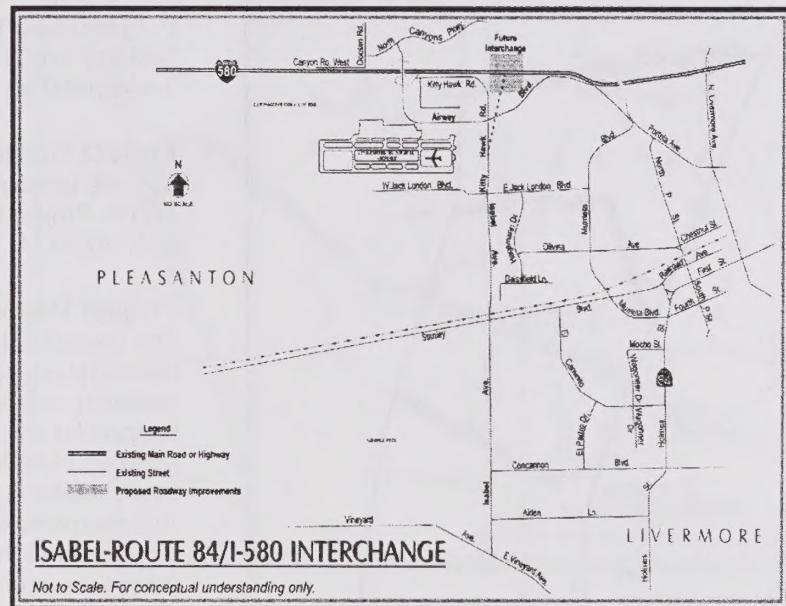
Project Contact:

Francis Lo,
ACTIA Project Coordinator
510.267.1800

Project Description:

The project will:

- ◆ Construct a partial cloverleaf interchange at the extension of Isabel Avenue and I-580;
- ◆ Construct Isabel Avenue north of Rickenbacker Circle North and Portola Avenue;
- ◆ Extend/reconstruct Portola Avenue from East Airway Boulevard to Isabel Avenue; and
- ◆ Realign East Airway Boulevard between Kitty Hawk Road and Sutter Street.



Project Status:

The project is currently in the environmental phase. The administrative draft has received its first review by FHWA. The consultant hired by the City of Livermore is working with Caltrans to revise the document based on FHWA's comments. The Project Specific Funding Agreement was approved by the Board in December 2002.

Cost Estimate (02/03):

Project Dev.	\$8,300,000
Right-of-Way	\$19,400,000
Construction	\$42,800,000
	\$70,500,000

Measure B

\$25,300,000

Potential Leveraged Funds:

Local	\$8,000,000
STIP - RIP	\$27,000,000
TEA 21	\$10,200,000
	\$70,500,000

Measure B Funds:

97/98 Expenditure Plan	\$20,000,000
Beginning Funds 02/03	\$22,788,000
Expended During 02/03	\$0
Ending Funds 02/03*	\$22,788,000

Strategic Plan Allocations

02/03	\$2,000,000
03/04	\$1,650,000
04/05	\$7,600,000

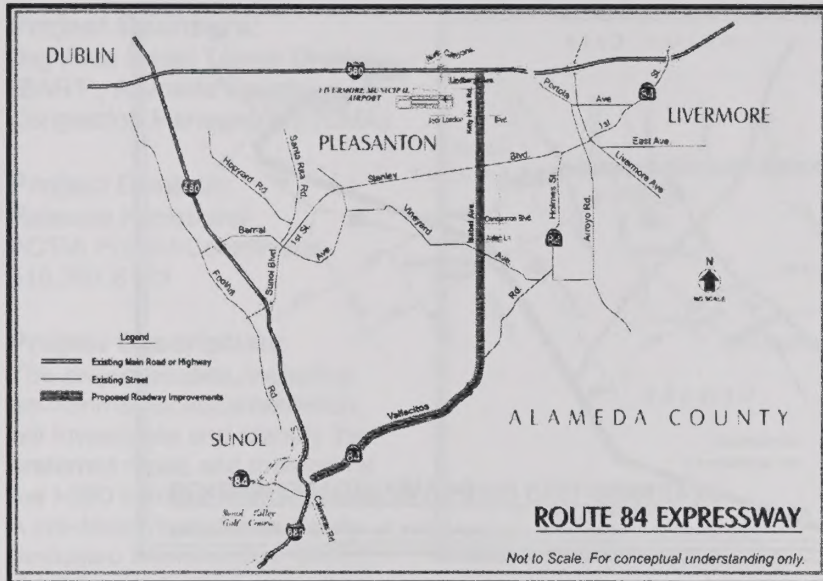
*Subject to Adjustment

Proposed Schedule:

	2001	2002	2003	2004	2005	2006	2007	2008
Environmental				1/00 – 3/04				
Design		4/03			6/05			
Right-of-Way		4/03			6/05			
Construction				6/05			6/07	

Route 84 Expressway Livermore

ACTIA 24



Project Sponsors:
City of Livermore and Caltrans

Project Contact:
Francis Lo,
ACTIA Project Coordinator
510.267.1800

Project Description:
The project will provide a four-lane roadway along the relocated Route 84 (Isabel Avenue Corridor) from the I-580 interchange, south through the Isabel Avenue/Vallecitos Road intersection area. The project also will improve the existing Route 84 through the Pigeon Pass area to provide a high-speed, two-lane roadway with climbing lanes.

Project Status:

The preparation of a Project Study Report (PSR) is being sponsored by the Tri-Valley Transportation Council (TVTC) to improve the Route 84 Corridor between I-680 and I-580, through the newly constructed Isabel Avenue Extension. The Draft PSR was distributed for review by stakeholders in February 2002 and the completion of the PSR is expected in Spring 2003. The PSR identifies several improvement projects that can be constructed in stages, as funding becomes available. The City and ACTIA staff are currently re-evaluating the schedule for the widening of Route 84 within the City limits. Due to the uncertainty of the implementation strategy for this project, a project schedule is not shown at this time.

Cost Estimate (97/98): *

Project Dev.	\$7,580,000
Right-of-Way	\$8,595,000
Construction	\$52,217,000
	\$68,392,000

Measure B*

\$68,392,000

Potential Leveraged Funds:

\$68,392,000

Measure B Funds:

97/98 Expenditure Plan	\$70,000,000
Beginning Funds 02/03	\$79,758,000
Expended During 02/03	\$0
Ending Funds 02/03*	\$79,758,000

Strategic Plan Allocations

02/03	\$0
03/04	\$600,000
04/05	\$600,000

*Subject to Adjustment

Proposed Schedule:

	2001	2002	2003	2004	2005	2006	2007	2008
Environmental - TBD								
Design - TBD								
Right-of-Way - TBD								
Construction - TBD								

*Only for the widening of Route 84 within Livermore.

Dumbarton Corridor Improvements Newark and Union City

ACTIA 25

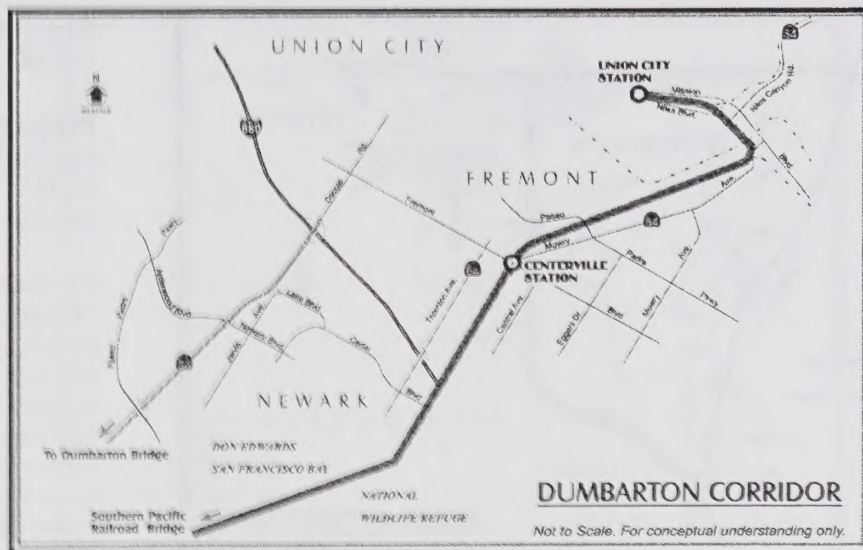
Project Contact:

Rebecca Kohlstrand,
ACTIA Project Coordinator
510.267.6123

Project Description:

The project may implement the following project alternatives:

- ♦ A rail connection to the San Francisco Peninsula, which would include upgrading the Dumbarton Rail Bridge, improving tracks, and constructing stations (contingent upon full funding of the capital and operation costs); or
- ♦ Provide commuter improvements, which would include widening local streets, coordinating signals to provide parallel and alternative routes, improving the toll plaza and Thornton Avenue/Paseo Padre Parkway/Route 84 Interchange ramps, developing park and ride lots, and/or expanding the express bus service.



Project Status:

The Joint Powers Board (JPB) has issued a set of revised ridership projections for the Dumbarton Corridor and new cost estimates for the project. The project as currently defined includes rail service extending to the Union Intermodal Station, resulting in three East Bay stations. The revised capital costs for the project are \$273 million. The preliminary annual operating costs are estimated at approximately \$6.4 million.

The ACTIA Strategic Plan programmed \$200,000 in Measure B funds for FY 02/03 to initiate a project scope phase. These funds, along with contributions from San Mateo County, Santa Clara County and the Hewlett Foundation, will be used for an \$800,000 study focused on conceptual engineering, environmental screening, and development of a financial plan for the project. This work is scheduled for initiation in 2003, subsequent to execution of a Project Funding Agreement with the San Mateo County Transportation Authority. The project definition, schedule, and costs will be refined during the study.

Cost Estimate (02/03):

Environmental	TBD
Project-Dev.	TBD
Equip. Acquisition	\$50,000,000
Construction	\$223,000,000
	\$273,000,000

Measure B

\$17,000,000

Potential Leveraged Funds:

SamTrans	\$60,000,000
SCVTA	\$40,000,000
STIP - ITIP	\$12,000,000
Alameda CMA	\$14,000,000
SB 916	\$130,000,000
	\$273,000,000

Measure B Funds:

97/98 Expenditure Plan	\$14,700,000
Beginning Funds 02/03	\$16,749,000
Expended During 02/03	\$0
Ending Funds 02/03*	\$16,749,000

Strategic Plan Allocations

02/03	\$200,000
03/04	\$3,100,000
04/05	\$9,800,000

*Subject to Adjustment

Proposed Schedule:

	2001	2002	2003	2004	2005	2006	2007	2008
Design - TBD								
Construction - TBD								

I-580 Corridor/BART Livermore Studies Dublin, Pleasanton, and Livermore

ACTIA 26

Project Sponsors:

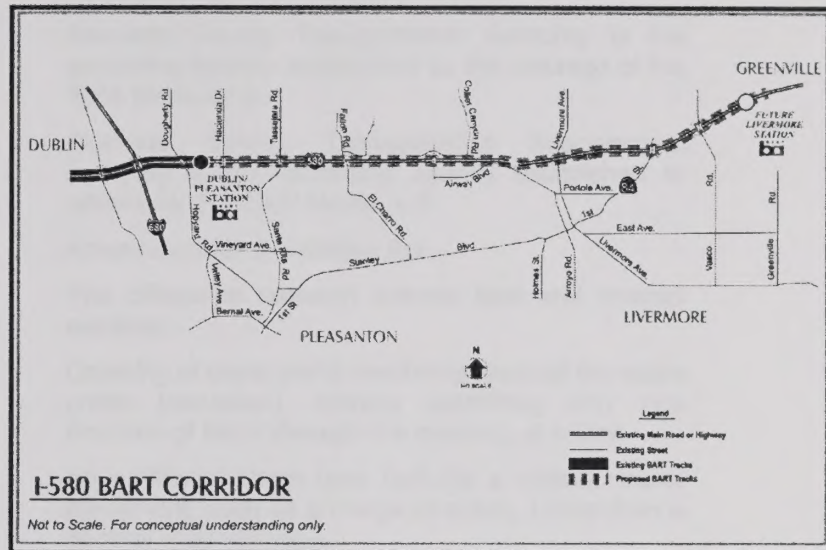
Bay Area Rapid Transit District (BART), Alameda County Congestion Management (CMA)

Project Contact:

Rebecca Kohlstrand,
ACTIA Project Coordinator
510.267.6123

Project Description:

The project studies, including environmental documentation, will investigate and identify the preferred mode and method for the I-580 corridor improvements. A pre-Major Investment Study evaluated Express Bus, BART, tBART and an expansion of the park and ride facilities. The I-580 median alignment with a station at Isabel Avenue with options for BART or tBART technology in the median, was endorsed by the Policy Advisory Committee for further study.



Project Status:

The Final Report for the Pre-MIS Study was accepted at the Policy Advisory Committee (PAC) Meeting held on July 9, 2002. The PAC endorsed the I-580 median alignment, with a station at Isabel Avenue. The PAC agreed to maintain the option for BART or BART compatible technology in the median. BART, using TCRP funding, has been managing the next phase of the transit study. The study focuses on intra-valley transit demand, connectivity to other transit services such as ACE and LAVTA, station access, refining ridership forecasts, and potential cost saving through phasing or alternate technology such as Diesel Multiple Units (DMU's). Nelson\Nygaard serves as the prime consultant for the study. The project is expected to be complete by Spring 2003.

Cost Estimate (97/98):

Project Dev.	\$15,700,000
	\$15,700,000

Measure B

\$8,700,000

Potential Leveraged Funds:

TCRP	\$7,000,000
	\$15,700,000

Measure B Funds:

97/98 Expenditure Plan	\$8,700,000
Beginning Funds 02/03	\$9,913,000
Expended During 02/03	\$0
Ending Funds 02/03*	\$9,913,000

Strategic Plan Allocations

02/03	\$400,000
03/04	\$1,200,000

*Subject to Adjustment

Proposed Schedule:

	2001	2002	2003	2004	2005	2006	2007	2008
Environmental		9/03				9/05		
Design				10/05				6/07
Right-of-Way				10/05				6/07
Construction				1/06 – 12/11				
Equipment Acquisition				1/06 – 12/10				

Project Summary
The 1-800-CarlsonBART License Study is a study of the 1-800-CarlsonBART license in the state of California. The study is being conducted by Duff, Phares, and Partners, a consulting firm specializing in the telecommunications industry. The study will provide information on the current market for the 1-800-CarlsonBART license, the potential for new entrants, and the impact of the license on the existing market.

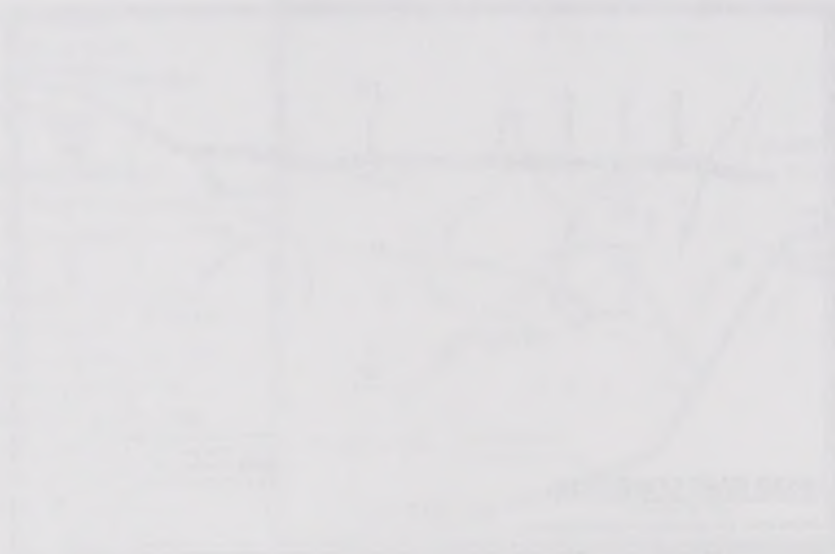


Figure 1: Distribution of 1-800-CarlsonBART Licenses by County

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1-800-CarlsonBART License Study		Duff, Phares, and Partners	
Project Summary		The 1-800-CarlsonBART License Study is a study of the 1-800-CarlsonBART license in the state of California. The study is being conducted by Duff, Phares, and Partners, a consulting firm specializing in the telecommunications industry. The study will provide information on the current market for the 1-800-CarlsonBART license, the potential for new entrants, and the impact of the license on the existing market.	
Project Objectives		The objectives of the study are to: 1) Determine the current market for the 1-800-CarlsonBART license in California. 2) Identify the potential for new entrants into the market. 3) Assess the impact of the license on the existing market.	
Methodology		The study will be conducted using a combination of primary and secondary research. Primary research will include interviews with industry experts and a survey of potential licensees. Secondary research will include a review of existing data on the telecommunications market in California.	
Findings		The findings of the study are as follows: 1) The current market for the 1-800-CarlsonBART license in California is highly competitive. 2) There is significant potential for new entrants into the market. 3) The license has a significant impact on the existing market.	
Conclusions		The study concludes that the 1-800-CarlsonBART license is a valuable asset in the telecommunications industry. It provides a significant competitive advantage to the licensee and has a significant impact on the existing market. Therefore, it is recommended that the license be awarded to the highest bidder.	
Recommendations		Based on the findings of the study, the following recommendations are made: 1) The license should be awarded to the highest bidder. 2) The license should be subject to certain conditions, such as the requirement to provide a certain level of service to the public. 3) The license should be subject to periodic review to ensure that it is being used in the public interest.	

GLOSSARY OF TERMS

A

ABAG	Association of Bay Area Governments
ACTA	Alameda County Transportation Authority is the governing agency established by the passage of the 1986 Measure B.
ACTIA	Alameda County Transportation Improvement Authority is the governing agency established to administer the 2000 Measure B.
ADA	Americans with Disabilities Act
Arbitrage	The difference between interest cost and interest earnings.
at grade crossing	Crossing of travel paths which intersects at the same grade (elevation), thereby permitting only one direction of travel through the crossing at a time.
auxiliary lane	An additional travel lane built for a specific travel movement, such as a merge or a turn, rather than a general road widening.

B

BAN	Bond Anticipation Notes are issued by states and municipalities to obtain interim financing for projects that will eventually be funded long term through the sale of a Bond Issue.
BART	Bay Area Rapid Transit
BATA	Bay Area Toll Authority
BOE	State Board of Equalization is the state organization that collects and distributes the sales taxes.

C

CAC	The Citizens Advisory Committee was formed with ACTA to provide public input and public outreach and will continue on with ACTIA.
capital project	A construction project directly funded by the Authority.
CHCCI	Caltrans Highway Construction Cost Index
CMA	Alameda County Congestion Management Agency
CMAQ	Congestion Mitigation Air Quality, a federal fund source under ISTEA to improve air quality and reduce congestion.
CMP	Congestion Management Program
completion phase	Financing required to carry these projects forward cannot be determined.
CPAC	Consumer Policy Advisory Committee
CTC	California Transportation Commission

CWC	The Citizens Watchdog Committee was formed with ACTIA to report to the public on ACTIA expenditures.
D	
DBE	Disadvantaged Business Enterprise
E	
EIR	Environmental Impact Report. A state environmental document.
EIS	Environmental Impact Statement. A federal environmental document.
Expenditure Plan	Alameda County's 20-year Transportation Expenditure Plan dated July 2000
Expressway	An arterial highway for through traffic which may have partial control of access, but which may or may not be divided or have grade separations at intersections.
external revenue source	Any revenue source other than the Measure B transactions and use tax.
F	
FAA	Federal Aviation Administration
FAU	Federal Aid Urban – A federal fund source replaced by ISTEA.
FCR	Flexible Congestion Relief. State fund source for local roadway, highway and transit improvements.
FHWA	Federal Highway Administration
freeway	A divided arterial highway for through traffic with full control of access and with grade separations at intersections. In California law, a freeway is defined as any controlled access roadway.
FTA	Federal Transit Administration
funding constraint	Limit to the amount and timing of Measure B expenditures based on revenue projections.
G	
G & A	General and Administration
grade separation	Crossing of travel paths which intersect at grades (elevations) which are sufficiently separated to permit all directions of travel to continue uninterrupted.
grading	The phase of a road construction project in which earth is moved to form the base of the new roadway.
H	
haul road	A road used by construction equipment to transport road construction materials.

HOV	High Occupancy Vehicle lane, used by buses and carpools.
I	
initial phase	The first phase of a Measure B capital project which will provide public benefit and which can be built exclusively with funds which are now reasonably assured to be available at the time they are required.
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991.
ITIP	Interregional Transportation Improvement Program – State funding source.
L	
LAVTA	Livermore Amador Valley Transit Agency
LBE	Local Business Enterprise
local share which is (local funds) (matching funds)	The portion of a Measure B capital project cost paid by the local jurisdiction it serves.
M	
MTC	Metropolitan Transportation Commission. The federal metropolitan planning organization which adopts the RTP and approves federal funds.
P	
PAC	Policy Advisory Committee
PAPCO	Alameda County Paratransit Advisory and Planning Committee
PIR	Project Initiation Request
pro rata	Timing of local funds such that Measure B disbursement of local share funds and local funds are always spent together in the proportion set forth in the Expenditure Plan.
project sponsor	Entity responsible for project development.
R	
Regional Measure 1	A November 1988 ballot measure which raised bridge toll limits to fund bridge improvements and transit facilities.
revenue projection	Forecast of incoming sales tax revenue stream for the 20-year Measure B program duration.
RTP	Regional Transportation Plan. MTC's twenty-year plan for transportation projects for the nine-county Bay area.
RTIP	Regional Transportation Improvement Program. MTC's five-year program for the nine-county Bay Area.

S

SCVTA	Santa Clara Valley Transportation Authority; sometimes abbreviated as VTA.
SHA	State Highway Account. State funding source.
SLBE	Small Local Business Enterprise
soundwall	A barrier constructed along the edge of a roadway to mitigate noise impacts on adjacent properties.
STIP	Surface Transportation Improvement Program. The seven-year program of projects utilizing State funds.
STP	Surface Transportation Program. A federal fund source under ISTEA.
State-Local Transportation Partnership Program (SLTPP)	State Funds which will be released to local entities for use on approved transportation projects, via SB 300, in proportion to local funds.
subsequent phase	The ultimate upgrading of an initial phase project to the full level of improvement described in the Expenditure Plan. The timing of the subsequent phase is dependent upon when additional funding becomes available.

T

TAC	Technical Advisory Council
TBD	To be determined.
TEA	Transportation Enhancement Act. A federal fund source under ISTEA for projects that enhance the transportation experience.
TEA 21	Transportation Equity Act for 21 st Century signed into law on June 9, 1998 and will expire at the end of federal fiscal year 2003.
TIP	Transportation Improvement Program. MTC's seven-year program of projects utilizing federal funds.
TCRP	Transportation Congestion Relief Program, a state source of funding.
TVTC	Tri-Valley Transportation Council

U

utility relocation	The relocation of underground and overhead utility lines which would otherwise conflict with new roadway construction.
UPRR	Union Pacific Railroad

Appendix C

Summary of 20-Year Cash Flow Model

Alameda County Transportation Improvement Authority Summary of 20-Year Cash Flow Model (in \$000's)

	FY 01/02	FY 02/03	FY 03/04	FY 04/05	FY 05/06	FY 06/06	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14
Begin Year Balance	\$0	\$2,732	\$6,916	\$8,084	-\$28,156	-\$96,327	-\$176,497	-\$239,386	-\$250,930	-\$255,437	-\$236,306	-\$212,026	-\$179,966
MB REVENUES Net of BOE*	\$7,029	\$93,353	\$92,700	\$95,481	\$98,345	\$102,279	\$106,370	\$110,625	\$115,050	\$119,652	\$124,438	\$129,416	\$134,593
Repayment of ACTA loan		\$762	\$518										
Less G & A (4.5%)	\$316	\$4,167	\$4,148	\$4,297	\$4,426	\$4,603	\$4,787	\$4,978	\$5,177	\$5,384	\$5,600	\$5,824	\$6,057
Net Tax Revenues	\$6,713	\$88,424	\$88,034	\$91,184	\$93,920	\$97,677	\$101,584	\$105,647	\$109,873	\$114,268	\$118,839	\$123,592	\$128,536
Revenues to Programs (59.9%)	\$4,021	\$52,966	\$52,732	\$54,619	\$56,258	\$58,508	\$60,849	\$63,283	\$65,814	\$68,446	\$71,184	\$74,032	\$76,993
Revenues to Projects	\$2,692	\$35,458	\$35,302	\$36,565	\$37,662	\$39,168	\$40,735	\$42,364	\$44,059	\$45,821	\$47,654	\$49,560	\$51,543
Bond Proceeds (w/cash reserve fund)	\$0	\$0	\$0	\$0	\$0								
Bond Payments (\$-----m bond)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Interest Income	\$40	\$119	\$185	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Project Costs	\$0	\$31,393	\$34,319	\$72,805	\$105,833	\$119,338	\$103,624	\$53,909	\$48,566	\$26,690	\$23,375	\$17,500	\$17,500
End Year Balance**	\$2,732	\$6,916	\$8,084	-\$28,156	-\$96,327	-\$176,497	-\$239,386	-\$250,930	-\$255,437	-\$236,306	-\$212,026	-\$179,966	-\$145,923
Project Expenditures	\$0	\$31,393	\$34,319	\$72,805	\$105,833	\$119,338	\$103,624	\$53,909	\$48,566	\$26,690	\$23,375	\$17,500	\$17,500
Outside Project Expenditures													
Total Project Expenditures	\$0	\$31,393	\$34,319	\$72,805	\$105,833	\$119,338	\$103,624	\$53,909	\$48,566	\$26,690	\$23,375	\$17,500	\$17,500

* FY 01/02 and FY 02/03 are Actual, the remainder are estimates.

** Financing Plan to Address Negative Balance will be included in the FY 04/05 Strategic Plan.

Appendix C Summary of 20-Year Cash Flow Model

Alameda County Transportation Improvement Authority Summary of 20-Year Cash Flow Model (in \$000's)

	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	
Begin Year Balance	-\$145,923	-\$109,818	-\$71,570	-\$31,091	\$12,273	\$54,119	\$101,639	\$153,232	\$203,161	\$188,956	\$181,581	
MB REVENUES Net of BOE*	\$139,976	\$145,575	\$151,398	\$157,454	\$163,752	\$170,302	\$177,115	\$168,849	\$0	\$0	\$0	\$2,603,755
Repayment of ACTA loan												
Less G & A (4.5%)	\$6,299	\$6,551	\$6,813	\$7,085	\$7,369	\$7,664	\$7,970	\$7,598	\$0	\$0	\$0	\$117,111
Net Tax Revenues	\$133,677	\$139,024	\$144,585	\$150,369	\$156,384	\$162,639	\$169,144	\$161,251	\$0	\$0	\$0	
Revenues to Programs (59.9%)	\$80,073	\$83,276	\$86,607	\$90,071	\$93,674	\$97,421	\$101,318	\$96,589	\$0	\$0	\$0	\$1,488,733
Revenues to Projects	\$53,605	\$55,749	\$57,979	\$60,298	\$62,710	\$65,218	\$67,827	\$64,662	\$0	\$0	\$0	\$996,631
Bond Proceeds (w/cash reserve fund)												
Bond Payments (\$----m bond)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Interest Income	\$0	\$0	\$0	\$0	\$981	\$2,302	\$3,767	\$5,267	\$5,795	\$5,476	\$5,447	\$29,379
Project Costs	\$17,500	\$17,500	\$17,500	\$16,934	\$21,845	\$20,000	\$20,000	\$20,000	\$20,000	\$12,851	\$0	\$838,982
End Year Balance**	-\$109,818	-\$71,570	-\$31,091	\$12,273	\$54,119	\$101,639	\$153,232	\$203,161	\$188,956	\$181,581	\$187,028	
Project Expenditures	\$17,500	\$17,500	\$17,500	\$16,934	\$21,845	\$20,000	\$20,000	\$20,000	\$20,000	\$12,851	\$0	\$838,982
Outside Project Expenditures												\$0
Total Project Expenditures	\$17,500	\$17,500	\$17,500	\$16,934	\$21,845	\$20,000	\$20,000	\$20,000	\$20,000	\$12,851	\$0	\$838,982

* FY 01/02 and FY 02/03 are Actual, the remainder are estimates.

** Financing Plan to Address Negative Balance will be included in the FY 04/05 Strategic Plan.

U.C. BERKELEY LIBRARIES



C101746352

